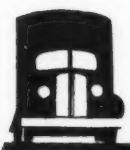
1940 · · · · EDITION

MOTOR TRUCK FACTS



AUTOMOBILE MANUFACTURERS ASSOCIATION

THIS, the fourth edition of Motor Truck Facts, presents a number of new and significant developments in the field of motor transportation.

Of special interest is the 1940 report of the Federal Coordinator of Transportation, establishing among other things the fact that from 1921 through 1937 motor vehicles paid $385,000,000 in excess of their share of annual costs of highways, roads and streets.

Evidence of the important services rendered by motor trucks is found in the fact that the use of commercial vehicles established a new all-time record in 1939, with 4,320,829 units registered.

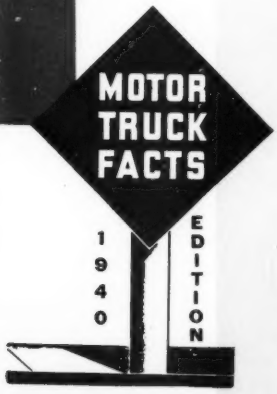
The economic importance of the motor truck industry is shown by the fact that over 4,000,000 persons are employed in the production, sale, servicing, and operation of motor trucks. They received in 1939 approximately one out of every ten pay checks made out in the nation.

The year saw a large gain in the demand for products of the industry, with increases of 43 per cent in production, 34 per cent in U. S. sales, 11 per cent in sales abroad.

Farmers continued as the largest single group of users of commercial cars and trucks, operating one out of every four trucks registered.

Special federal, state, and local taxes on motor trucks in 1939 climbed to a new high level, with a total of $430,826,000, exclusive of general taxes.

—MOTOR TRUCK COMMITTEE
Transportation Bldg., Washington, D. C.



AUTOMOBILE MANUFACTURERS ASSOCIATION
New Center Building, Detroit
WASHINGTON—Transportation Building • NEW YORK—366 Madison Avenue
Cable Address: AUTOMAKERS

Automobile Manufacturers Association

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Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	The Autocar Company	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division, General Motors Corp.	Detroit, Mich.
Corbitt	The Corbitt Company	Henderson, N. C.
Crosley	Crosley Motors, Inc.	Cincinnati, Ohio
Diamond T	Diamond T Motor Car Company	Chicago, Ill.
Dodge	Dodge Division, Chrysler Corporation	Detroit, Mich.
Federal	Federal Motor Truck Company	Detroit, Mich.
G.M.C.	Yellow Truck and Coach Manufacturing Company	Pontiac, Mich.
Hudson	Hudson Motor Car Company	Detroit, Mich.
Indiana	The White Motor Company	Cleveland, Ohio
International	International Harvester Company	Chicago, Ill.
LaFrance-Republic	Sterling Motor Truck Company	Milwaukee, Wisc.
Mack	Mack Brothers Motor Car Company	Long Island City, N. Y.
Plymouth	Plymouth Division, Chrysler Corporation	Detroit, Mich.
Reo	Reo Motors, Inc.	Lansing, Mich.
Sterling	Sterling Motor Truck Company	Milwaukee, Wisc.
Studebaker	The Studebaker Corporation	South Bend, Ind.
Walter	Walter Motor Truck Company	Ridgewood, N. Y.
White	The White Motor Company	Cleveland, Ohio
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

HIGHLIGHTS

REGISTRATION

EMPLOYMENT

TAXES

TRUCKS SERVE THE NATION

Motor Transport Pays $385,360,000

NEARLY ALL CLASSES OF VEHICLES PAY EXCESS

NOTE: The accompanying table should be reviewed in the light of the following quotation from the Coordinator's Report:

"NO DETAILED FINDINGS ON THIS MODIFIED COST BASIS HAVE BEEN MADE FOR THE YEAR 1937. IN GENERAL, IT MAY BE SAID THAT THE LIGHTER TRUCKS WOULD BE ASSESSED LESS AND THE HEAVIER VEHICLES MORE, AND THAT, CONSIDERING THE UPWARD TREND IN PAYMENTS PER VEHICLE AND OTHER CHANGES, 1932 to 1937, THERE WOULD BE ONE OR TWO INSTANCES OF SLIGHT UNDERPAYMENTS IN THE CASE OF THE LARGER VEHICLES, WITH NO UNDERPAYMENTS IN THE CASE OF LIGHT VEHICLES." (Underlining by Motor Truck Facts.)

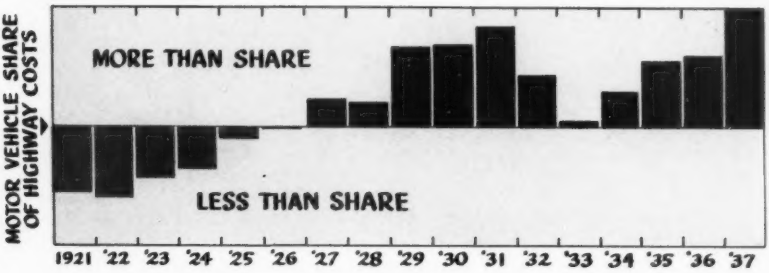
Comparison of costs per vehicle, by vehicle groups, as finally derived with payments made, 1932

Class of Motor Vehicle and Rated Capacity	Cost per Vehicle	Payment per Vehicle	Payment Minus Assignable Cost
Passenger cars	$ 26	$ 26	...
Taxicabs and other for-hire cars	61	81	$ 20
School buses	82	77	— 5
Contract buses (seats):			
7 and less	41	56	15
8 to 20	46	113	67
Over 20	59	178	119
Common carrier buses (seats):			
7 and less	126	143	17
8 to 20	142	290	148
Over 20	188	437	249
Trucks (capacities in tons):			
Private: Farm	20	25	5
Other private:			
1½ and less	53	48	— 5
Over 1½ and less than 3, single	67	92	25
Over 1½ and less than 3, combination	104	133	29
3 and less than 5, single	151	185	34
3 and less than 5, combination	129	206	77
5, single	287	256	—31
5, combination	311	277	—34
Over 5, single	316	358	42
Over 5, combination	372	457	85
For-hire:			
1½ tons and less	102	105	3
Over 1½ and less than 3, single	152	178	26
Over 1½ and less than 3, combination	157	226	69
3 and less than 5, single	251	282	31
3 and less than 5, combination	193	349	156
5, single	457	403	—54
5, combination	457	465	8
Over 5, single	499	594	95
Over 5, combination	545	832	287

Minus sign (—) indicates excess of costs over payments.

More Than Its Share of Road Costs

OVER-PAYMENT FOR EVERY YEAR SINCE 1927



Figures here and on page 4 from "PUBLIC AIDS TO TRANSPORTATION" (Vol. IV), an Analysis of Highway and Street Costs and Motor Vehicle User Payments by Federal Coordinator of Transportation, 1940.

Year	Estimated Total Motor Vehicle User Payments*	Total Annual Costs of Highways and Streets Assignable to Motor Vehicle Users	Total Annual Costs Less Total Motor Vehicle Tax Payments	Adjusted Excess‡
1921	$128,079,000	$214,136,000	$ 86,057,000	$ 99,082,000
1922	165,714,000	258,383,000	92,669,000	95,194,000
1923	227,723,000	296,332,000	68,609,000	75,084,000
1924	302,094,000	356,608,000	54,514,000	55,514,000
1925	396,906,000	415,880,000	18,974,000	21,034,000
1926	463,041,000	464,431,000	1,390,000	3,772,000
1927	551,356,000	520,247,000	(e) 31,109,000	(e) 27,196,000
1928	616,607,000	587,067,000	(e) 29,540,000	(e) 25,839,000
1929	763,142,000	658,555,000	(e) 104,587,000	(e) 101,065,000
1930	833,915,000	728,175,000	(e) 105,740,000	(e) 106,328,000
1931	864,549,000	736,112,000	(e) 128,437,000	(e) 138,299,000
1932	819,807,000	758,835,000	(e) 60,972,000	(e) 59,352,000
1933	795,706,000	788,604,000	(e) 7,102,000	(e) 10,148,000
1934	855,243,000	807,467,000	(e) 47,776,000	(e) 38,789,000
1935	927,264,000	841,087,000	(e) 86,177,000	(e) 56,443,000
1936	1,035,174,000	942,323,000	(e) 92,851,000	(e) 60,859,000
1937	1,138,386,000	984,326,000	(e) 154,060,000	(e) 110,722,000
Total	$10,884,706,000	$10,358,568,000	(e)$526,138,000	(e)$385,360,000

(e) Excess of payments over costs.

***These figures do not include Federal excise taxes or certain portions of state registration fees of the nature of property taxes, or tolls on bridges, ferries and tunnels.**

‡Excluding "legal" diversion of motor vehicle taxes and other adjustments.

PER CENT OF COSTS ASSIGNED TO MOTOR VEHICLES

Years*	State Highways	County and Local Roads	City Streets
1921-32	80.0%	24.0%	21.1%
1933-37	83.0%	34.0%	30.0%

*The increase in the percentage in costs assignable to highway users from the 1921-32 period to the 1933-37 period is based on the theory that improvements in the later period were influenced more by motor vehicle use than in the earlier period.

Factory Sales and Wholesale Value by Years

United States and Canada

Year	United States Number	United States Value	Canada Number	Canada Value	U.S. and Canada Combined Number	U.S. and Canada Combined Value
1904	700	$ 1,272,747				
1905	750	1,330,000				
1906	800	1,440,000				
1907	1,000	1,780,000				
1908	1,500	2,550,000				
1909	3,297	5,333,683				
1910	6,000	9,660,000				
1911	10,681	21,000,000				
1912	22,000	43,000,000				
1913	23,500	44,000,000				
1914	24,900	44,219,096				
1915	74,000	125,800,000				
1916	92,130	161,000,000				
1917	128,157	220,982,668				
1918	227,250	434,168,992				
1919	224,731	371,422,820				
1920	321,789	423,249,410				
1921	148,052	166,070,810	5,148	$ 3,843,288	153,200	$169,914,098
1922	269,991	226,049,658	8,169	5,232,405	278,160	231,282,063
1923	409,295	308,537,929	19,226	8,941,011	428,521	317,478,940
1924	416,659	318,580,580	18,043	8,125,916	434,702	326,706,496
1925	530,659	458,400,277	26,397	12,234,486	557,056	470,634,763
1926	516,947	452,123,435	37,840	16,629,334	554,787	468,752,769
1927	464,793	420,130,624	32,633	14,942,017	497,426	435,072,641
1928	543,342	437,132,258	44,206	21,913,122	587,548	459,045,380
1929	771,020	566,029,644	59,318	29,474,395	830,338	595,504,039
1930	571,241	389,436,690	32,035	16,513,225	603,276	405,949,915
1931	416,648	262,417,542	17,487	10,330,763	434,135	272,748,305
1932	235,187	136,193,336	10,095	6,070,667	245,282	142,264,003
1933	346,545	186,069,314	12,003	6,062,195	358,548	192,131,509
1934	575,192	320,143,667	24,205	12,770,318	599,397	332,913,985
1935	694,690	379,407,751	37,315	19,803,771	732,005	399,211,522
1936*	784,587	462,820,474	33,790	19,140,946	818,377	481,961,420
1937*	893,085	542,921,096	54,417	30,389,011	947,502	573,310,107
1938*	488,100	332,155,247	42,325	26,497,038	530,425	358,652,285
1939*	710,496	465,500,000	46,510	27,700,000	757,006	493,200,000

Foreign assemblies of parts made in U. S. but assembled abroad are included in this table.
A substantial part of the trucks reported comprises chassis only without body; hence, the value of bodies for these chassis is not included.
*Includes Federal excise taxes.

Percentage Change In Factory Sales

Year	United States	Canada	Total	Year	United States	Canada	Total
1932	—43.6	—42.3	—43.5	1936	12.9	— 9.4	11.8
1933	47.3	18.9	46.2	1937	13.8	61.0	15.8
1934	66.0	101.7	67.2	1938	—45.3	—22.2	—44.0
1935	20.8	54.2	22.1	1939	45.5	9.9	42.7

(—) Means decrease; no sign in front of figures means increase.

Motor Truck Sales by Months—1933 to 1939

FACTORY SALES FROM U.S. AND CANADIAN PLANTS ①

Month	1933	1934	1935	1936	1937	1938	[1939
January	19,429	44,870	64,529	68,655	74,995	58,062	64,093
February	15,592	44,952	63,204	65,938	72,939	51,464	63,606
March	18,508	61,068	70,520	81,875	96,016	52,106	77,103
April	27,975	67,532	69,338	91,049	100,324	47,818	68,066
May	35,132	60,348	59,324	79,379	96,965	41,575	63,793
June	43,448	48,292	65,785	81,185	91,820	41,857	66,964
July	39,310	44,546	61,582	71,383	83,996	38,336	62,644
August	42,601	53,890	58,942	63,794	87,802	35,259	40,868
September	35,874	46,335	33,229	47,496	55,033	20,174	27,559
October	30,772	49,643	60,203	35,359	31,939	22,380	65,078
November	19,106	35,107	60,720	54,628	67,508	54,638	73,407
December	30,801	42,814	64,629	77,636	88,165	66,756	83,825
Total	358,548	599,397	732,005	818,377	947,502	530,425	757,006

FACTORY SALES TO U.S. DOMESTIC MARKET ②

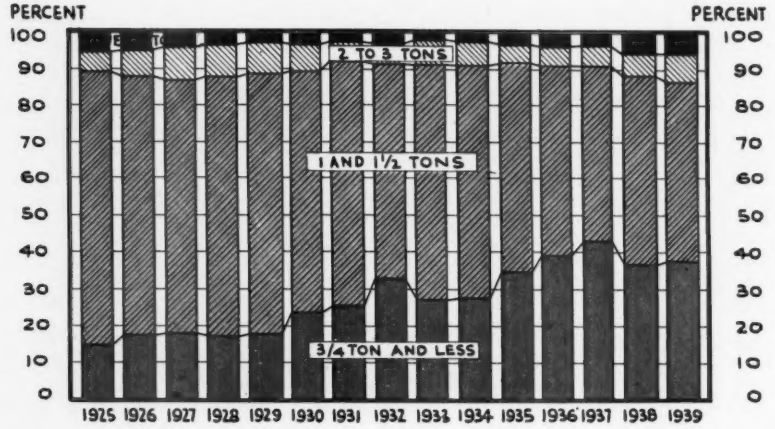
January	14,151	32,567	53,142	54,633	53,874	35,491	47,391
February	10,807	35,223	49,527	51,204	53,765	32,326	46,328
March	12,457	45,500	56,593	65,496	75,829	34,634	57,503
April	21,123	49,941	56,194	74,363	79,604	31,837	50,984
May	28,568	44,903	45,513	63,321	74,398	27,935	47,126
June	36,815	35,949	50,390	64,461	66,331	27,927	49,043
July	31,373	33,173	45,419	58,113	61,178	26,486	43,935
August	34,419	41,353	43,849	52,776	64,514	23,259	29,370
September	26,393	34,684	25,026	37,894	36,402	8,699	20,778
October	20,555	37,727	47,114	25,736	22,595	16,697	50,903
November	12,169	24,857	48,564	41,937	48,969	38,771	54,962
December	19,287	32,949	48,885	60,063	52,215	48,145	60,650
Total	268,117	448,826	570,216	649,997	689,674	352,207	558,973

RETAIL SALES IN THE UNITED STATES ③

January	12,336	27,015	41,058	46,274	48,086	32,391	37,186
February	9,566	26,965	39,891	44,235	47,165	29,782	35,781
March	11,176	37,493	47,143	62,121	73,513	39,710	54,516
April	18,600	41,865	53,301	65,951	72,812	35,619	45,488
May	23,634	40,326	49,104	62,661	66,548	35,471	46,474
June	33,251	39,504	49,663	62,489	64,759	33,910	47,307
July	28,876	38,148	49,128	62,129	61,118	36,620	50,959
August	30,816	45,859	54,800	64,590	63,535	33,924	44,132
September	29,558	38,448	40,460	56,569	53,407	25,776	30,234
October	27,536	39,889	39,255	33,444	31,617	17,327	41,280
November	18,459	28,780	45,933	37,213	28,794	30,673	45,806
December	17,276	26,453	42,510	51,498	33,574	36,178	41,397
Total	261,084	430,745	552,246	649,174	644,928	387,381	520,560

①—U. S. Census Bureau and Dominion Bureau of Statistics. Includes overseas assemblies of motor trucks of American make.
②—U. S. Census Bureau.
③—Automobile Manufacturers Association.

88% of Truck Output Is Below 2-Ton Capacity



Factory Sales By Capacities

UNITED STATES AND CANADA

TON RATING	1934	Per Cent	1935	Per Cent	1936	Per Cent
¾ or less	172,089	28.6	245,957	34.1	316,208	38.6
1 and less than 1½	2,341	.4	2,259	.3	9,686	1.1
1½ " " " 2	376,475	62.9	420,597	57.5	423,503	52.0
2 " " " 2½	25,995	4.3	28,950	4.0	30,637	3.7
2½ " " " 3½	11,136	1.9	10,465	1.4	12,309	1.5
3½ " " " 5	4,752	.8	3,612	.5	4,621	.5
5 and over	2,869	.5	3,824	.5	5,567	.7
Special types‡	3,740	.6	*12,341	*1.7	*15,846	*1.9
Total	599,397	100%	732,005	100%	818,377	100%

	1937	Per Cent	1938	Per Cent	1939	Per Cent
¾ or less	395,157	41.7	194,827	36.7	289,128	38.2
1 and less than 1½	21,580	2.3	30,951	5.8	34,347	4.5
1½ " " " 2	441,156	46.6	246,200	46.4	339,634	45.0
2 " " " 2½	30,431	3.2	18,375	3.5	29,569	3.9
2½ " " " 3½	18,971	2.0	9,954	1.9	20,781	2.7
3½ " " " 5	6,170	.6	4,539	.9	7,865	1.0
5 and over	9,248	1.0	5,820	1.1	7,379	1.0
Special types‡	*24,789	*2.6	*19,759	*3.7	*28,143	*3.7
Total	947,502	100%	530,425	100%	756,846	100%

*Including station wagons. ‡—Includes buses, fire apparatus, street sweepers and other special purpose vehicles which have been built by motor vehicle manufacturers specifically for the purpose, but excludes those vehicles converted into these types after having been shipped from the factory.

Foreign Sales of Motor Trucks by Years

Year	U. S. Exports*	Canadian Output	Total Foreign	Total Production,† U. S. & Canada	Per Cent Foreign
1921	12,569	5,148	17,717	153,200	11.6
1922	22,398	8,169	30,567	278,160	11.0
1923	60,218	19,226	79,444	428,521	18.5
1924	76,104	18,043	94,147	434,702	21.7
1925	112,595	26,397	138,992	557,056	25.0
1926	103,867	37,840	141,707	554,787	25.5
1927	134,338	32,633	166,971	497,426	33.6
1928	163,812	44,206	208,018	587,548	35.4
1929	282,667	59,318	341,985	830,338	41.2
1930	157,951	32,035	189,986	603,276	31.5
1931	107,509	17,487	124,996	434,135	28.8
1932	47,350	10,095	57,445	245,282	23.4
1933	78,428	12,003	90,431	358,548	25.2
1934	126,366	24,205	150,571	599,397	25.1
1935	124,474	37,315	161,789	732,005	22.1
1936	134,590	33,790	168,380	818,377	20.6
1937	203,411	54,417	257,828	947,502	27.2
1938	135,786	42,325	178,111	530,425	33.6
1939	151,466	46,510	197,976	756,844	26.2

By Value

	1935	1936	1937	1938	1939
U. S.	$51,995,938	$56,765,713	$102,889,939	$74,451,986	$71,422,015
Canada	19,803,771	19,140,946	30,389,011	26,497,038	27,700,000
Total	$71,799,709	$75,906,659	$133,278,950	$100,949,024	$99,122,015

World Output

(Source: Automotive—Aeronautics Trade Division Bureau of Foreign and Domestic Commerce)

	1933	1934	1935	1936	1937	1938
Austria	425	380	791	809	1,223	(2)
Belgium	600	240	290	474	633	201
Canada	12,003	24,205	37,315	33,790	54,417	42,325
Czechoslovakia	1,330	890	783	983	1,627	1,600
Denmark	140	182	148	250	250	303
Finland	—	—	—	200	144	180
France	28,159	29,316	23,260	23,383	24,976	25,298
Germany	13,222	25,684	41,496	57,220	64,242	75,777
Hungary	143	203	111	465	495	553
Italy	10,000	4,509	4,972	4,600	16,374	11,175
Japan	1,617	1,915	1,780	6,172	9,280	15,600
Netherlands	—	—	—	—	40	—
Poland	—	600	300	1,200	700	820
Spain	295	730	495	N. A.	N. A.	N. A.
Sweden	2,275	2,522	2,614	3,576	4,830	4,914
Switzerland	480	420	460	290	690	600
United Kingdom (1)	64,377	89,134	91,721	112,050	118,116	105,171
United States	346,545	575,192	694,690	784,587	893,085	488,100
U. S. S. R.	39,467	55,366	78,467	128,500	180,947	183,756
World Total	521,078	811,488	979,693	1,158,549	1,372,069	956,373
U.S. & Can. %	68.8	73.9	74.7	70.6	69.1	55.5

1939 world total (3) 1,210,844; U. S. & Can. Percentage, 62.5.

*Includes number of vehicles assembled abroad from parts produced in the United States.

†Figures are "Factory Sales" for U. S. Plants and "Production" for Canadian Plants.

N. A. Not available. (1) Year Ending Sept. 30. (2) Included with Germany. (3) Estimated by Automobile Manufacturers Association.

4,320,829 Motor Trucks Registered in U. S.

(Figures as of December 31st)

Year	Number	Per Cent Increase	Year	Number*	Per Cent Increase
1904	700		1922	1,375,725	23
1905	1,400	100	1923	1,612,569	17
1906	2,200	57	1924	2,134,724	32
1907	2,900	32	1925	2,440,854	14
1908	4,000	38	1926	2,764,222	13
1909	6,050	51	1927	2,914,019	5
1910	10,000	65	1928	3,113,999	7
1911	20,000	100	1929	3,379,854	8
1912	41,400	107	1930	3,486,019	3
1913	63,800	54	1931	3,466,571	—0.6
1914	85,600	34	1932	3,229,315	—6.8
1915	136,000	59	1933	3,230,668	—
1916	215,000	58	1934	3,419,254	5.9
1917	326,000	52	1935	3,664,429	7.2
1918	525,000	61	1936	3,987,339	8.9
1919	794,372	51	1937	4,255,296	6.9
1920	1,006,082	27	1938	4,224,031	—0.7
1921	1,117,100	11	1939	4,320,829	2.3

*Includes buses in 6 to 8 states varying from year to year.

92% Below 2-Tons

Capacity	Number	Per Cent	Capacity	Number	Per Cent
¾ ton or less	1,641,166	38.18	2½ & less than 3½ tons	108,490	2.52
1 & less than 1½ tons	84,974	1.98	3½ & less than 5 tons	44,138	1.03
1½ & less than 2 tons	2,247,219	52.27	5 tons and over	40,078	.93
2 & less than 2½ tons	132,935	3.09	Total	4,299,000	100%

Estimated by the Automobile Manufacturers Association based on 1939 factory sales by capacities to U. S. domestic market; excludes motor buses.

New Registrations Increase 33% In 1939

State	1938	1939	State	1938	1939
Alabama	7,041	11,978	Nebraska	4,664	5,449
Arizona	2,051	2,478	Nevada	731	876
Arkansas	5,909	9,200	New Hampshire	1,759	2,748
California	23,846	25,656	New Jersey	11,791	12,725
Colorado	4,771	5,935	New Mexico	2,911	3,732
Connecticut	4,422	5,466	New York	26,456	32,109
Delaware	1,161	1,486	North Carolina	9,309	12,867
Dist. of Columbia	1,753	2,514	North Dakota	2,463	2,740
Florida	6,540	9,375	Ohio	15,261	22,536
Georgia	6,818	11,702	Oklahoma	8,956	10,198
Idaho	2,613	3,346	Oregon	4,064	5,873
Illinois	18,055	25,353	Pennsylvania	21,044	28,915
Indiana	9,899	16,857	Rhode Island	1,531	2,283
Iowa	8,940	12,245	South Carolina	4,305	6,431
Kansas	7,960	7,079	South Dakota	2,003	2,752
Kentucky	7,244	8,908	Tennessee	6,476	9,732
Louisiana	6,155	8,185	Texas	25,882	33,426
Maine	3,315	4,317	Utah	1,984	3,034
Maryland	4,741	6,307	Vermont	1,228	2,076
Massachusetts	9,459	12,931	Virginia	7,906	10,391
Michigan	11,268	17,704	Washington	5,416	7,149
Minnesota	8,674	10,528	West Virginia	4,694	6,604
Mississippi	5,826	8,472	Wisconsin	8,516	10,949
Missouri	11,718	16,338	Wyoming	1,708	2,232
Montana	4,112	4,561	Total	365,349	486,748

New commercial cars and trucks by States. (Please credit R. L. Polk & Co. when reproducing figures.)

Registration of Trucks and Trailers by States

(Figures from U. S. Public Roads Administration as of December 31st)

State	1935	1936	1937	1938	1939 Trucks	1939 Trailers[1]
Ala.	38,989	50,735	56,111	51,916	54,947	4,031
Ariz.	17,964	20,183	22,973	22,998	24,000	4,600
Ark.	40,107	47,838	55,944	53,346	60,535	11,382
Calif.	*253,908	*267,451	*295,275	*297,715	*309,855	155,304
Colo.	28,430	31,930	55,094	54,914	30,636	1,574
Conn.	58,425	65,067	68,091	70,642	66,273	6,010
Del.	*9,692	*10,010	*10,314	*10,519	*13,500	2,900
D. of C.	17,610	18,397	18,862	14,249	15,433	807
Fla.	57,199	63,885	70,308	70,043	76,320	19,195
Ga.	66,079	72,726	78,206	73,156	85,520	13,944
Idaho	21,371	25,852	28,505	28,135	30,000	21,000
Ill.	*185,477	*203,098	*214,379	*215,663	*232,888	25,296
Ind.	132,767	137,809	140,292	127,670	126,000	64,000
Iowa	80,529	83,849	87,868	89,487	*93,139	92,207
Kans.	*80,068	*87,113	93,046	97,398	100,000	6,750
Ky.	43,250	51,840	59,341	63,676	69,629	[2]
La.	59,398	73,628	77,833	77,445	84,475	15,254
Me.	38,079	40,948	43,171	42,663	43,000	11,000
Md.	48,528	54,398	54,482	55,451	58,027	4,635
Mass.	100,599	102,630	104,035	104,466	106,624	14,584
Mich.	*127,283	*138,984	*145,446	*138,941	*90,796	143,574
Minn.	105,861	114,448	118,161	115,970	118,227	33,459
Miss.	33,306	43,359	53,072	51,486	55,000	1,800
Mo.	115,819	127,971	134,001	133,661	142,200	34,317
Mont.	*35,542	*39,311	*39,163	*41,138	* 44,480	4,195
Neb.	59,043	60,595	61,893	65,055	67,000	42,000
Nev.	6,875	7,680	8,092	7,525	8,038	1,366
N. H.	*23,455	*24,875	*25,956	*26,744	*25,400	5,623
N. J.	124,866	129,940	132,702	131,950	132,819	7,585
N. M.	18,245	22,823	27,273	26,945	28,488	2,762
N. Y.	306,919	319,192	328,008	324,655	315,818	46,846
N. C.	64,657	69,738	75,453	76,101	81,068	44,850
N. D.	28,780	29,650	32,084	33,061	34,544	984
Ohio	*170,938	*172,273	*180,484	*183,694	*184,223	134,174
Okla.	82,855	90,638	98,675	94,215	95,790	36,700
Ore.	42,584	54,599	†60,659	†59,829	†62,749	[3]
Pa.	229,026	235,834	246,024	245,573	269,062	31,855
R. I.	18,428	18,723	19,003	19,254	20,526	703
S. C.	29,761	35,167	45,404	41,328	44,142	4,668
S. D.	26,931	28,216	28,795	28,494	30,282	21,838
Tenn.	42,031	†51,387	†58,736	†61,040	†64,039	[3]
Texas	257,055	285,977	314,766	316,919	335,467	54,514
Utah	17,587	19,397	21,121	19,966	21,204	578
Vt.	9,031	8,845	9,352	‡9,042	‡9,576	2,026
Va.	60,376	65,182	69,005	67,566	68,723	9,545
Wash.	68,666	79,538	84,577	83,200	84,150	20,500
W. Va.	35,303	43,483	44,675	45,054	46,537	2,889
Wisc.	130,144	144,653	141,208	136,484	141,590	5,783
Wyo.	14,593	15,474	17,378	17,589	18,090	10,808
Totals	3,664,429	3,987,339	4,255,296	4,224,031	4,320,829	1,180,411

*Includes buses; other States include buses with passenger cars. †Includes freight trailers.
‡Trucks under 1500 lb. capacity included with passenger cars.
[1]Trailer registrations include both passenger car and truck trailers and semi-trailers, the latter not being available separately. 1939 truck and trailer figures have been compiled by the Chilton Company.
[2]Not reported. [3]Included with trucks.

86% of Motor Trucks Are Privately Owned

SOURCE: For-Hire trucks estimated by American Trucking Associations and the Bureau of Motor Carriers, Interstate Commerce Commission. Private trucks and total trucks estimated by Automobile Manufacturers Association.

	Number of Trucks	Per Cent
For Hire (Interstate)	200,000	4.7
For Hire (Intrastate: Local and Intercity)	400,000	9.3
Total For Hire	600,000	14.0
Privately Owned and Operated (Including Farm Trucks)	3,699,000	86.0
Total Motor Trucks Registered, 1939 Estimated	4,299,000*	100.0

U.S. Uses Half of World's Trucks

SOURCE: AUTOMOTIVE-AERONAUTICS TRADE DIVISION. BUREAU OF FOREIGN AND DOMESTIC COMMERCE

Year	United States*	Per Cent Gain Yearly	Other Countries	Per Cent Gain Yearly	World Total	Per Cent Gain Yearly	U.S. Per Cent of World
1925	2,437,309		1,008,360		3,445,669		70.7
1926	2,756,985	13.1	1,172,743	16.3	3,929,728	14.0	70.2
1927	2,905,290	5.4	1,417,291	20.9	4,322,581	10.0	67.2
1928	3,109,230	7.0	1,595,068	12.5	4,704,298	8.8	66.1
1929	3,371,425	8.4	1,906,559	19.5	5,277,984	12.2	63.9
1930	3,481,612	3.3	2,050,529	7.6	5,532,141	4.8	62.9
1931	3,451,177	— .9	2,143,138	4.5	5,594,315	1.1	61.7
1932	3,222,152	— 6.6	2,163,109	.9	5,385,261	— 3.7	59.8
1933	3,215,168	— .2	2,189,954	1.2	5,405,122	.4	59.5
1934	3,405,716	5.9	2,445,132	11.7	5,850,848	8.3	58.2
1935	3,644,313	7.0	2,513,096	2.8	6,157,409	5.2	59.2
1936	3,966,383	8.8	2,969,017	18.1	6,935,400	12.6	57.2
1937	4,234,493	6.8	3,284,596	10.6	7,519,089	8.4	56.3
1938	4,202,367	— .8	3,539,314	7.8	7,741,681	3.0	54.3
1939	4,299,000	2.3	3,603,000	1.8	7,902,000	2.1	54.4

Motor Vehicles Not Subsidized

"If the analyses presented in Volume IV have led to sound conclusions, there has been no public aid to motor vehicle users as a class since 1926."—From Vol. 1 of Coordinator of Transportation, Analysis of "Public Aids to Transportation," 1940.

*Exclusive of bus registrations.

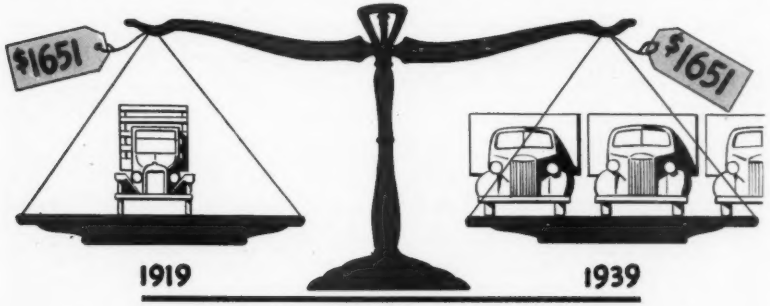
Classification of Trailers According to Type

(Source: U.S. Public Roads Administration)

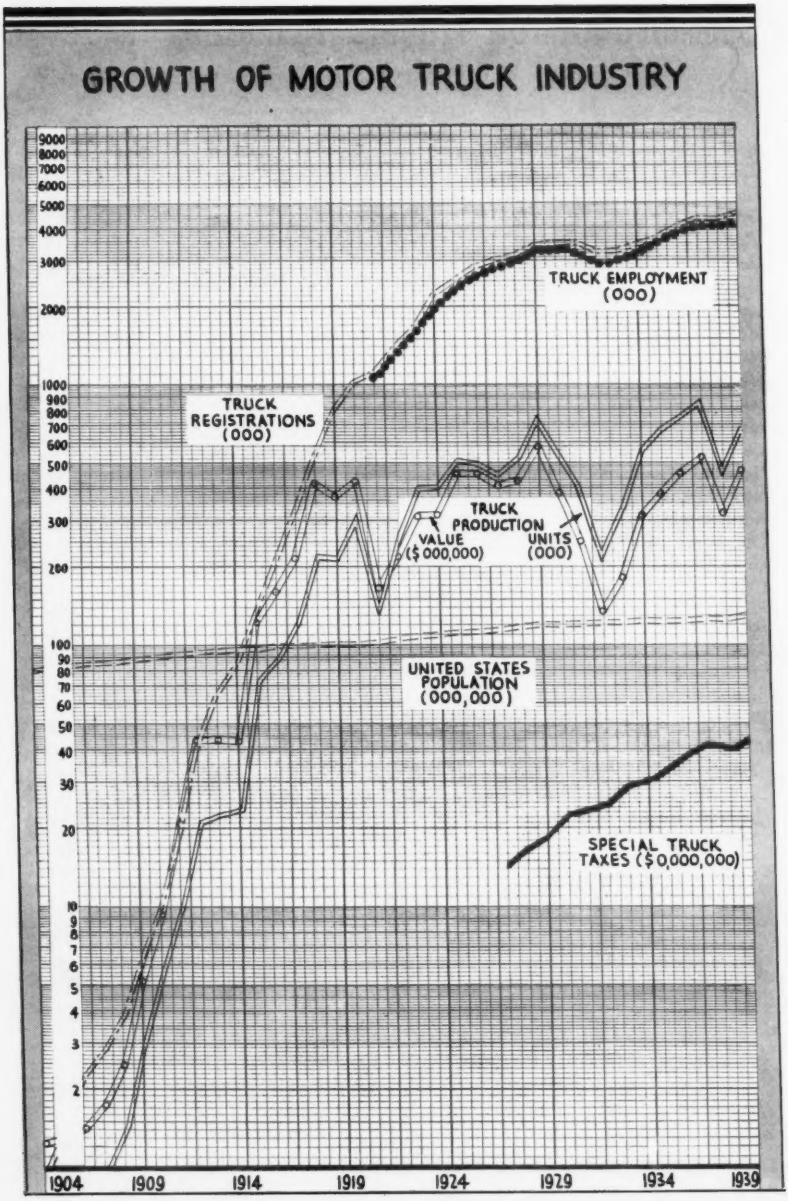
State	Car, Camp Trailers, Etc.	Commercial Trailers				Total
		Full Trailers	Semi-Trailers	Full and Service	Total	
Connecticut	4,234	654	468	—	1,122	5,356
Florida	11,442	5,882	—	—	5,882	17,324
Georgia	1,926	10,758	—	—	10,758	12,684
Idaho	17,643	—	—	529	529	18,172
Indiana	2,976	54,456	5,482	—	59,938	62,914
Iowa	63,000	—	—	—	—	87,447
Louisiana [1]	1,748	—	12,838	—	12,838	14,586
Maine	9,838	([2])	306	—	306	10,144
Michigan	9,542	—	—	132,105	132,105	141,647
Minnesota	25,510	5,523	—	—	5,523	31,033
Mississippi	1,726	45	—	—	45	1,771
Montana	2,953	—	—	—	—	2,953
Nebraska	39,443	1,851	—	—	1,851	41,294
Nevada	1,169	40	9	—	49	1,218
New Hampshire	70	118	4,579	—	4,697	4,767
North Dakota	620	229	—	—	229	849
Oklahoma	28,647	7,851	—	—	7,851	36,498
South Dakota	18,490	—	—	590	590	19,080
Utah	—	108	461	—	569	569
Totals	240,977	87,515	24,143	133,224	244,882	510,285

Note—Segregation of trailers according to type is not available in other states.
[1]—Includes small number of Commercial Trailers. [2]—Included with trucks.

Price of One Truck In 1919 Buys 2½ Trucks Today



	Number of Trucks Prod.	Wholesale Value	Average Per Unit	% Decrease From 1919
1919	224,731	$371,422,820	$1,651	—
1929	830,338	595,504,039	717	56
1939	756,844	489,000,000	646	61


GROWTH OF MOTOR TRUCK INDUSTRY
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300
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9
8
7
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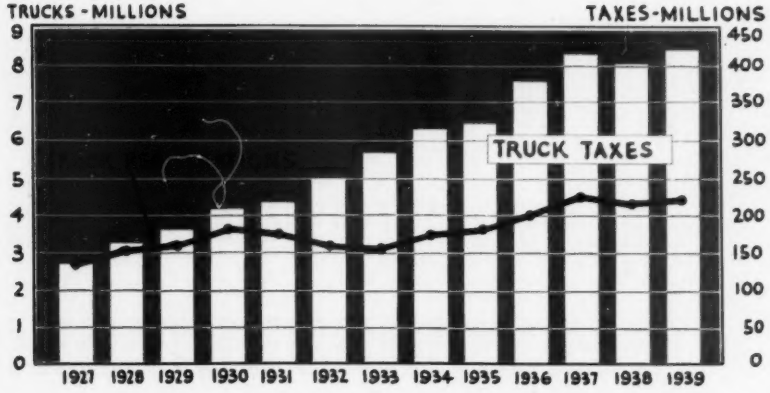
4
3
2
1
TRUCK EMPLOYMENT (000)
TRUCK REGISTRATIONS (000)
TRUCK PRODUCTION
VALUE ($ 000,000)
UNITS (000)
UNITED STATES POPULATION (000,000)
SPECIAL TRUCK TAXES ($ 0,000,000)
1904
1909
1914
1919
1924
1929
1934
1939

1939 Motor Truck Taxes Set New High Record



Special Taxes on Trucks Total $430,826,000 In 1939

Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

Year	Registration Fees (State)	Motor Carrier and Trailer Fees (State)	Gasoline Tax (State)	Federal Excise Taxes	Special City & County Taxes②	Total Special Taxes	Average Per Truck Registered
1927	$64,691	$ 1,005	$ 75,108	.....	$ 6,000	$146,804	$ 50.53
1928	69,400	1,402	87,161	.....	6,400	164,363	52.86
1929	72,823	1,607	108,506	.....	6,800	189,736	56.28
1930	78,789	1,955	138,055	.....	7,200	225,999	64.91
1931	76,616	2,758	144,756	.....	7,600	231,730	67.15
1932	74,046	8,577①	139,376	$19,510	8,000	249,509	77.44
1933	68,659	11,683	142,287	59,459	8,750	290,838	90.46
1934	71,852	13,906	154,170	60,516	9,000	309,444	90.86
1935	78,598	17,998	161,743	65,598	10,000	333,937	91.63
1936	89,160	22,199	191,455	75,445	10,500	388,759	98.01
1937	95,115	24,966	208,783	82,508	11,000	422,372	99.75
1938	95,461	25,270	206,791	67,835	11,176	406,533	96.74
1939 Prelim.	100,297	25,700	218,471	74,682	11,676	430,826	100.50

①Includes special motor carrier taxes from 1932 to date. Prior to 1932 Trailer fees only are shown
②Includes tolls on bridges, ferries and tunnels.

Special Motor Truck Taxes by States—1939

Personal Property and Other General Taxes Are Excluded

(SOURCE: Estimates for 1939 made by the Automobile Manufacturers Association based on 1938 compilation by the U. S. Public Roads Administration)

STATES	LICENSE FEES ① (State)	GASOLINE TAXES ③ (Federal & State)	FEDERAL EXCISE TAX ON SALES				COUNTY & ⑨ MUNICIPAL	TOTAL
			New Tucks ④	Tires & Tubes ⑤	Lubricating Oil ⑥	Parts & Accessories ⑦		
Alabama	$ 1,459,000 ②	$ 4,615,187	$ 188,918	$ 124,643	$ 54,947	$ 16,643	$ 504,624 (b)	$ 6,963,962
Arizona	665,000	1,728,051	39,166	53,979	24,000	7,208	.....	2,517,404
Arkansas	1,295,000	5,448,334	145,144	137,401	60,535	18,347	120,295 (a)	7,225,056
California	8,182,000	14,979,179	404,715	703,692	305,166	93,962	259,328 (c)	24,928,042
Colorado	1,074,000	3,209,833	93,691	69,682	30,636	9,304	51,894 (c)	4,539,040
Connecticut	1,763,000	3,516,276	86,011	150,160	66,273	20,050	.....	5,601,770
Delaware	410,000	809,604	23,039	30,425	13,185	4,062	.....	1,290,315
Florida	2,512,000	7,326,610	148,216	173,715	76,320	23,196	34,461 (b)	10,294,518
Georgia	821,000	7,183,626	184,310	194,325	85,520	25,885	31,164 (c)	8,525,830
Idaho	793,000	2,160,025	52,989	67,719	30,000	9,042	.....	3,112,775
Illinois	6,588,000	11,204,802	400,107	528,996	230,394	70,636	1,816,200 (a)	20,839,135
Indiana	2,864,000	7,899,964	265,714	286,580	126,000	38,266	107,881 (c)	11,588,405
Iowa	3,542,000	4,470,627	193,526	211,991	93,139	28,307	8,662 (c)	8,548,252
Kansas	2,251,000	4,799,929	111,354	226,712	100,000	30,272	.....	7,519,267
Kentucky	1,701,000	5,012,880	140,537	158,012	69,629	21,099	174,472 (a)	7,277,629
Louisiana	2,047,000	8,109,792	129,017	192,362	84,475	25,685	773,352 (b)	11,361,683
Maine	919,000	2,580,002	68,348	98,144	43,000	13,105	.....	3,721,599
Maryland	774,000	3,481,768	99,067	131,513	58,027	17,560	.....	4,561,935
Massachusetts	1,539,000	5,117,664	204,277	242,415	106,624	32,369	.....	7,242,349
Michigan	6,538,000	6,557,568	279,537	206,102	87,824	27,520	.....	13,696,551
Minnesota	2,286,000	7,093,885	165,879	268,914	118,227	35,260	21,454 (c)	9,989,619
Mississippi	1,387,000 ②	4,619,777	133,625	124,643	55,000	16,643	87,732 (b)	6,424,420
Missouri	2,095,000	5,118,788	258,034	322,893	142,200	43,115	1,037,744 (b)	9,017,774
Montana	406,000	3,234,109	72,188	101,088	43,866	13,498	4,093 (a)	3,874,842
Nebraska	1,028,000	4,824,010	86,779	152,123	67,000	20,312	19,256 (a)	6,197,480
Nevada	308,000	482,292	13,823	18,647	8,038	2,490	6,517 (c)	839,807
New Hampshire	654,000 ②	1,721,939	43,006	57,905	25,068	7,731	1,577 (c)	2,511,226
New Jersey	4,389,000	6,375,402	200,437	301,302	132,819	40,232	.....	11,439,192

New Mexico...	805,000	2,051,204	59,133	64,775	28,488	8,649	25,609 (b)	3,042,858
New York.....	11,858,000	18,754,670	506,853	717,432	315,818	95,797	.....	32,248,570
North Carolina	3,208,000	6,809,913	202,741	184,511	81,068	24,637	48,705 (a)	10,559,575
North Dakota..	367,000	1,658,181	43,006	78,515	34,544	10,484	.....	2,191,730
Ohio.....	9,874,000	11,570,284	355,565	418,093	173,975	55,827	62,787 (c)	22,510,531
Oklahoma....	3,497,000	5,747,303	160,503	217,879	95,790	29,093	.....	9,747,568
Oregon.....	2,249,000	4,517,903	92,923	142,309	62,749	19,002	53,367 (c)	7,137,253
Pennsylvania..	9,825,000	16,142,983	456,169	611,436	269,062	81,643	.....	27,386,293
Rhode Island...	530,000	985,281	36,094	46,127	20,526	6,159	.....	1,624,187
South Carolina	945,000	3,707,965	101,371	100,107	44,142	13,367	7,770 (a)	4,919,722
South Dakota..	777,000	1,816,834	43,006	68,701	30,282	9,173	1,898 (c)	2,746,894
Tennessee.....	1,872,000③	6,147,558	153,592	145,253	64,039	19,395	224,627 (a)	8,626,464
Texas.....	7,758,000	20,127,526	527,588	761,597	335,467	101,694	.....	29,611,872
Utah.....	469,000	1,272,233	47,613	48,091	21,204	6,421	17,830 (c)	1,882,392
Vermont.....	634,000	574,583	33,022	21,592	9,576	2,883	814 (c)	1,276,470
Virginia.....	1,774,000	4,947,939	163,575	156,049	68,723	20,836	132,429 (a)	7,263,551
Washington...	1,511,000	6,058,690	112,890	191,381	84,150	25,554	21,133 (c)	8,004,798
West Virginia.	1,221,000	3,350,612	104,442	105,995	46,537	14,153	.....	4,842,739
Wisconsin.....	5,490,000	8,495,310	172,791	321,912	141,590	42,984	14,604 (c)	14,679,191
Wyoming.....	459,000	1,085,417	35,326	41,220	18,090	5,504	3,947 (b)	1,648,504
D. of C.....	584,000②	555,591	39,934	35,332	15,433	4,717	.....	1,235,007
Total.....$125,997,000		$270,059,903	$7,679,591	$9,814,390	$4,299,165	$1,309,771	$5,676,226	$424,826,046
Total (Including bridge, tunnel and ferry tolls. Not segregated by States $6,000,000⑨)								$430,826,046

NOTES: ①—Includes motor carrier taxes and trailer fees but omits dealers, operators, chauffeurs licenses and miscellaneous receipts.

②—Estimated by multiplying United States average tax per truck for those states segregating truck taxes by the number of trucks registered.

③—Estimated by multiplying the trucks registered in each state by a yearly average consumption of 1,200 gallons per truck by the gas tax effective in that state plus the Federal excise tax of one cent.

④—United States total from Federal Statement of Internal Revenue Collections prorated to states in proportion of their new truck registration.)

⑤—Total tire and tube excise tax reported by Bureau of Internal Revenue reduced to truck share by ratio of total truck to U. S. total motor vehicles registration, adjusted for greater weight of truck tires, prorated to states in proportion of their truck registration.

⑥—Estimated by multiplying the number of trucks registered in each state by the average consumption of lubricating oil (estimated on basis of 48 gallons of gasoline to 1 gallon of oil) times the excise of 4c a gallon.

⑦—Total parts and accessories tax from Federal Statement of Internal Revenue Collections reduced to truck share by ratio of total truck to total vehicle registration, prorated to states in proportion of their truck registration.

⑧—From the county and municipal fees and taxes by states in "Taxation of Motor Vehicles in 1932" by the Public Roads Administration, 1939 estimates were made as follows: (a) where "registration fees" or "other fees" predominated, the truck share (in ratio of truck to total motor car registration receipts) in 1932 was divided by trucks then registered and multiplied by 1939 registration. (b) Where "gasoline taxes" predominated, the receipts in 1932 were divided by that state's gasoline consumption in 1939 (1200 gal. times truck registration). (c) Where "franchise fees" predominated, if they applied to trucks, the truck share in 1932 was taken as percentage of truck to combined truck and revenue bus registrations (using national ratio of revenue to total) and divided by the trucks registered that year and multiplied by the trucks registered in 1939.

⑨—Based on an incomplete survey of these tolls by the Public Roads Administration in 1932 the truck share of the 1939 tolls was conservatively estimated at $6,000,000.

Truck Taxes Take 6.8% of Gross Receipts

Represent 39 Cents Per Ton Hauled, 1.7 Cents Per Mile Operated

(Source: compiled from quarterly reports available to April 8, 1940 of Class I carriers of property to the Bureau of Motor Carriers, Interstate Commerce Commission, Year 1939.)

		A Total Carriers Reporting	B Carriers Reporting Mileage and Tonnage Figures
	Total Number of Carriers	935	622
1.	Total Operating Revenue	$364,331,495	$318,907,419
	Expense:		
2.	Equipment, Maintenance, and Garage	38,935,045	34,077,539
3.	Insurance and Safety	20,151,130	17,732,412
4.	Other Operating and Maintenance	235,496,012	206,309,141
5.	Sub-Total, Operating and Maintenance	294,582,187	258,119,092
6.	Operating Taxes and Licenses	24,624,189	21,875,856
7.	Other Expenses	26,798,839	23,000,858
8.	Total Expense	346,005,215	302,995,806
9.	Net Operating Revenue	18,326,280	15,911,613
	Statistics:		
10.	Truck and Tractor Miles Operated		1,276,133,550
11.	Tons of Revenue Freight Transported		55,362,089

Tax Ratios Computed:

Cents per ton transported (Col. B: Line 6 ÷ Line 11)	39.50
Cents per mile operated (Col. B: Line 6 ÷ Line 10)	1.71
Cents per dollar of gross revenue (Col. A: Line 6 ÷ Line 1)	6.76

AVERAGE GROSS REVENUE OF FOR-HIRE TRUCK IS $3,500

SOURCE: Estimates made by the Bureau of Motor Carriers, Interstate Commerce Commission.

	Average in 1938
Number of For Hire Motor Freight Carriers, Interstate	39,000
Number of For Hire Trucks Operated Interstate	200,000
Gross Revenue of All Operators	$ 700,000,000
Average Revenue per Truck for Class I Operators	$ 4,150
Average Revenue per Truck for Operators with 1 Truck	$ 2,500
Average Revenue per Truck for <u>All</u> Carriers Reporting	$ 3,500

	Per Cent of Carriers	Per Cent of Vehicles	Per Cent of Revenues
Fleets of 10 Trucks or Less	93	44	40
Fleets of 11 Trucks or More	7	56	60
Carriers with 1 Truck (included above)	38	7.5	5
1037 Class I Carriers (above $100,000 annual revenue)	2.66	40	47

NOTE: Does not include carriers engaged exclusively in hauling farm products, livestock, fish and other exempt commodities and independent carriers engaged only in local drayage within a municipality and its commercial zone. But intrastate revenue of interstate carriers is included.

Trucks Pay Their Full Share of Highway Costs

Special Truck Taxes in 1939 Equivalent to ALL Maintenance Costs PLUS 33⅓% of Construction Costs On All State Highways

Special Truck Taxes Equivalent to 36% of Total 1938 Expenditures for Highways and Bridges Under Supervision of State Highway Departments

A. Expenditures for State-Administered Highways:		
1. Acquisition of Right-of-Way	$	20,330,000
2. Construction of Roads		453,689,000
3. Construction of Bridges, etc.		49,719,000
4. Total Capital Outlay		523,738,000
5. Total Maintenance Costs		232,388,000
6. Interest on Bonds, Highway Policing, Administration and other		139,006,000
7. Total State Highway Expenditures	$	895,132,000
B. Other Disbursements by State Highway Departments:		
8. Retirement of State Highway Obligations		84,711,000
9. Transfers to Local Roads and Streets		121,262,000
10. Other Obligations Imposed by Statutes and Misc.		7,898,000
11. Non-highway Purposes		26,119,000
12. Total Expenditures, for All Purposes	$	1,135,122,000
Special Truck Taxes (see table on page 15)	$	406,533,000
Truck Taxes, Per Cent of Total State Highway Expenditures (line 7)		45.5 Per Cent
Truck Taxes, Per Cent of Total Expenditures for All Purposes (line 12)		35.8 Per Cent

SOURCE: U. S. Public Roads Administration, compiled from reports of State authorities

24 Cities Receive

City	Per Cent
Akron	100
Atlanta	100
Baltimore	99
Cincinnati	100
Dayton	100
Detroit	100
Grand Rapids	100
Hartford	100
Kansas City, Mo.	100
Louisville	100
Los Angeles	100
Milwaukee	99
Minneapolis	100
Oakland, Calif.	100
Omaha	100
Pittsburgh	97
St. Louis	100
St. Paul	100
Sacramento	100
San Diego	100
San Francisco	96
Spokane	100
Toledo	100
Washington	100

All Their Milk By Truck

Coal Mines Increase Use of Motor Trucks

(Net tons bituminous coal shipped from mines, 1937)

State	Truck Deliveries ①	Total Production	Per Cent Trucked
Alabama	586,756	12,440,322	4.7
Alaska	4	131,657	—
Arkansas	34,900	1,510,753	2.3
Colorado	1,605,800	7,187,211	22.3
Illinois	7,814,190	51,601,638	15.1
Indiana	2,014,317	17,764,774	11.3
Iowa	1,878,242	3,637,054	51.6
Kansas	356,930	2,892,560	12.3
Kentucky	1,556,218	47,086,444	3.3
Maryland	279,192	1,548,980	18.0
Michigan	351,530	562,262	62.5
Missouri	1,103,796	4,091,394	27.0
Montana	212,439	2,965,193	7.2
New Mexico	97,804	1,714,955	5.7
North Dakota	663,811	2,250,837	29.5
Ohio	4,228,096	25,177,867	16.8
Oklahoma	173,465	1,600,295	10.8
Pennsylvania	9,809,106	111,002,289	8.8
South Dakota	20,530	46,979	43.7
Tennessee	324,783	5,212,471	6.2
Texas	40,090	910,352	4.4
Utah	305,269	3,809,476	8.0
Virginia	326,208	13,795,239	2.4
Washington	489,210	2,001,449	24.4
West Virginia	3,218,001	118,646,343	2.7
Wyoming	258,834	5,918,359	4.4
Other States*	13,091	24,296	53.9
Total 1937	37,762,612	445,531,449	8.5
Total 1936	37,501,295	439,087,903	8.5
Total 1935	29,733,871	372,373,122	8.0
Total 1934	26,113,463	359,368,022	7.3
Total 1932	20,392,706	309,709,872	6.6
Total 1929	23,262,558	534,988,593	4.3
Total 1923	22,081,040	564,564,662	3.9
Total 1913	13,871,828	478,435,297	2.9

SOURCE: Bureau of Mines, U. S. Department of Interior.
*Arizona, California, Georgia, Idaho and Oregon.
①—Includes local sales and coal used by employes.

Railroad Use of Trucks Rapidly Expanding

(Exclusive of trucks owned by Railway Express Agency—13,814 in 1939.)

Year	Terminal Transfer Service	Intercity Service	Store Door Delivery Service	Total No. in Service	Percent Increase Yearly
1925	800	100	0	900	.....
1926	1,450	150	0	1,600	78%
1927	2,900	400	0	3,300	106%
1928	4,350	550	0	4,900	48%
1929	4,500	750	650	5,900	20%
1930	4,750	850	1,400	7,000	19%
1931	5,000	950	4,050	10,000	43%
1932	5,500	1,000	5,500	12,000	20%
1933	6,750	1,150	15,100	23,000	92%
1934	7,175	1,275	16,857	25,307	10%
1935	8,100	3,402	32,465	43,967	73%
1936	8,304	3,745	33,022	45,071	3%
1937	8,419	5,102	39,641	53,162	18%
1938	9,111	5,890	48,780	63,781	20%
1939	10,314	6,400	48,804	65,518	2.7%

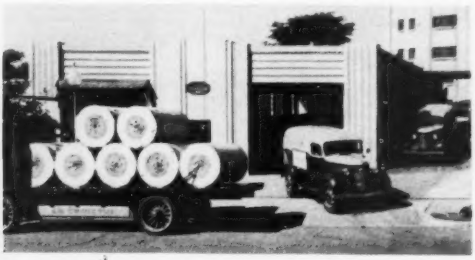
(Figures from Simmons-Boardman Publishing Co.)

Trucks Serve All Business

(Source: Commercial Car Journal)

As of March 1939	Fleets of 8 or More Trucks Fleets	Trucks	As of March 1939	Fleets of 8 or More Trucks Fleets	Trucks
Bakeries, Candies, Florists	1,602	61,601	Ice Dealers, Manufacturers	493	14,191
Bottlers, Breweries	905	18,367	Laundries, Cleaners, Dyers	1,691	34,967
Coal Dealers, Mineral Mines	1,076	19,202	Manufacturers, Steel Mills	789	11,527
Contractors, Builders	2,981	49,180	Meats, Fish	686	21,057
Dairy Products, Milk, Ice Cream	1,795	63,107	Newspapers, Publishers	215	5,125
Department Stores, Furniture	489	12,087	Oil, Gasoline, Greases	1,333	91,631
Express, Hauling, Inter & Intra State	5,376	162,095	Paints, Chemicals, Drugs	192	4,397
Flour, Feed, Grains	153	4,243	Public Utilities, Railroads	1,237	74,248
Government, State, County, Municipal	1,851	230,374	Vegetables, Farmers, Chain Stores	1,535	39,815
			Miscellaneous	659	12,283
			Totals	25,058	954,302

From Forest to Subscriber by Motor Truck



From the forest to the mills, to the printing plants, to the distributing stations and to the very doorsteps of customers, the motor truck is at work helping to produce the newspapers read daily by millions of Americans. Here is pictorial evidence of that vital service.

BENEFITS OF THE MOTOR TRUC

SHIPPERS FAVOR trucks because of their flexibility of service, economy and door-to-door delivery. CONSUMERS benefit from lower distribution costs.

48,000 U. S. COMMUNITIES depend solely upon motor trucks for freight service. Their population totals 7,844,509.

FARMERS OWN o
evidence of the tru

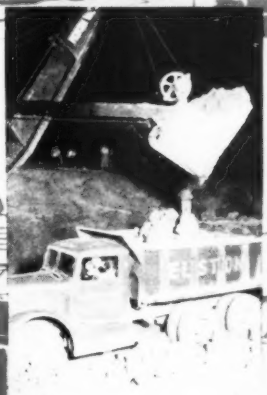
RAILROADS BENEFIT from truck feeder services, and are themselves using a rapidly increasing number of motor trucks.

THE PUBLIC
SERVED by tru
that motorize natio
defense forces, carry

UCK INDUSTRY ARE WIDESPREAD

EMPLOYING 4,000,000 workers, the truck transport industry provides one out of every 10 pay checks issued in the United States.

WN one-fourth of all trucks, striking e truck's contribution to agriculture.



IN EXCAVATING, as in road, bridge and dam building, lumbering, and other heavy duty jobs, the truck is efficient and economical.

IC IS
trucks
tional
carry mail, keep cities clean, fight fires.

48,000 U. S. Communities Depend on Trucks

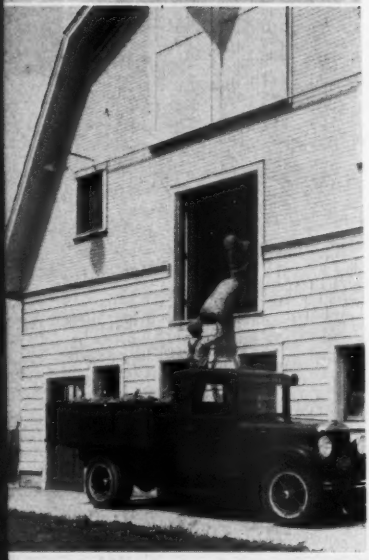
(Study of Total Communities and Population by States (1930), indicating Those Without Rail Service)

State	COMMUNITIES			POPULATION		
	Communities in State	Not Served by R.R. No.	% of All	Population of State	Not Served by R.R. No.	% of Total
Alabama	2,819	895	31.7	2,682,000	200,171	7.5
Arizona	819	264	32.2	448,000	42,785	9.6
Arkansas	3,108	1,298	41.7	1,867,000	118,566	6.4
California	5,482	2,240	40.8	5,947,000	351,123	5.9
Colorado	2,372	612	25.8	1,047,000	47,502	4.5
Connecticut	740	319	43.1	1,634,000	222,344	13.6
Delaware	265	117	44.1	240,000	13,410	5.6
Florida	2,514	636	25.2	1,528,000	94,132	6.2
Georgia	3,107	840	27.0	2,910,000	95,813	6.3
Idaho	1,246	333	26.7	447,000	35,593	8.0
Illinois	4,236	826	19.4	7,768,000	141,198	1.8
Indiana	3,106	1,213	39.0	3,275,000	137,702	4.2
Iowa	2,248	642	28.5	2,479,000	53,670	1.8
Kansas	2,185	475	21.7	1,894,000	29,722	1.6
Kentucky	4,530	3,575	78.9	2,638,000	309,750	11.7
Louisiana	2,881	765	26.5	2,138,000	60,861	2.8
Maine	1,860	946	50.8	801,000	277,523	34.6
Maryland	1,932	1,062	54.9	1,653,000	150,521	9.1
Massachusetts	1,493	568	38.0	4,297,000	283,587	6.6
Michigan	3,657	1,251	34.2	4,983,000	364,956	7.3
Minnesota	2,544	841	33.0	2,585,000	74,746	2.9
Mississippi	2,355	915	38.8	2,036,000	65,851	3.2
Missouri	4,246	2,102	49.5	3,656,000	194,583	5.3
Montana	1,609	529	32.8	538,000	30,423	5.7
Nebraska	1,304	307	23.5	1,388,000	15,130	1.1
Nevada	556	149	26.7	93,000	12,059	13.0
New Hampshire	715	341	47.6	468,000	82,491	17.6
New Jersey	1,761	599	34.0	4,148,000	306,100	7.4
New Mexico	1,100	524	47.6	431,000	112,192	26.0
New York	5,107	2,484	48.6	12,852,000	605,834	4.7
North Carolina	3,285	1,329	40.4	3,244,000	189,038	5.8
North Dakota	1,054	192	18.2	685,000	8,182	1.2
Ohio	3,919	1,985	50.6	6,753,000	510,891	7.6
Oklahoma	2,050	834	40.6	2,440,000	112,486	4.6
Oregon	1,904	789	41.4	974,000	71,353	7.3
Pennsylvania	8,956	3,835	42.8	9,741,000	954,558	9.8
Rhode Island	280	137	48.9	698,000	77,147	11.1
South Carolina	1,902	520	27.3	1,745,000	114,955	6.6
South Dakota	1,000	379	37.9	700,000	16,873	2.4
Tennessee	3,202	1,679	52.4	2,650,000	105,450	4.0
Texas	6,710	2,265	33.7	5,964,000	216,891	3.6
Utah	1,082	374	34.5	515,000	79,938	15.5
Vermont	629	308	48.9	360,000	100,253	27.8
Virginia	4,553	2,365	51.9	2,435,000	266,661	11.0
Washington	2,655	948	35.7	1,588,000	127,582	8.0
West Virginia	4,054	1,622	40.0	1,761,000	174,598	9.9
Wisconsin	2,615	970	37.0	2,976,000	166,045	5.6
Wyoming	736	293	39.8	229,000	21,270	9.3
Totals	122,473	48,492	39.6	124,329,000	7,844,509	6.3

Large Fleets Owned by Private Shippers

	No. of Trucks	Tractors	Trailers	Cars
Bell Tel. Co's	16,210	...	...	4,490
Standard Oil Co., N. J.	12,000	...	...	4,000
R'way Express Agency	9,960	233	611	274
Borden Co.	7,100	400	...	870
Nat'l D'ry Prod.	7,155	197	596	995
Standard Oil Co., Ind.	6,633	23	52	1,883
Socony Vacuum Oil Co.	4,245	...	...	2,589
Cont'l Baking Co.	3,911	47	50	178
General Baking Co.	3,195	40	40	90
Swift & Co.	2,960	115	220	3,285
Shell Oil Co's	2,749	80	64	2,779
Ward Baking Co.	2,501	4	6	36
Armour & Co.	2,242	130	153	3,474
Standard Brands, Inc.	2,347	...	...	444
Herts Drivurself Sf'ns	2,264	...	...	566
Stand. Gas & Elec. Co.	2,104	...	...	700
Middle West S'rvce Co.	1,997	...	361	1,087
Stand. Oil Co., Calif.	1,826	4	4	1,156
National Biscuit Co.	1,605	6	6	2
Pacific Gas & Elec. Co.	1,595	2	3	1,034
Jewel Tea Co.	1,582	...	...	93
Dugan Bros.	1,500	50	50	60
Qual. Bak'rs of Amer.	1,500	5	10	200
The Texas Co.	1,502	...	3	1,642
Cities Serv.&Aff'id.Co's	1,386	101	59	654
Gulf Oil Corp.	1,138	61	22	1,393
Union Oil Co. of Calif.	1,084	28	107	912
Kraft-Phenix Ch. Corp.	1,102	7	7	300
Shell Oil Company	1,040	60	64	1,009
Metr'p. Distr'rs., Inc.	1,086	...	...	12
Gen'l Ice Cream Corp.	1,016	2	3	184
Mid. Cont. Petrol.Corp.	664	334	110	300
The Atlantic Ref'ng Co.	981	16	57	503
Firestone Tr. & Rub. Co.	972	6	65	1,161
Skelly Oil Company	961	4	4	288
Tide Water Oil Co's	952	12	36	367
Interstate Baking Corp.	902	1	...	2
The Pure Oil Co.	750	150	275	800
Am. Gas & Elec. Corp.	871	12	...	906
Sinclair Refining Co.	850	7	7	184
Golden State Co., Ltd.	853	...	28	75
Phillips Petroleum Co.	793	...	...	644
West'n Dairy Prod. Co.	780	...	...	125
Gordon Baking Co.	713	59	59	...
H. P. Hood & Sons, Inc.	740	7	8	22
Keeshin Tr. Fgt. Lines	162	578	758	32
The Cudahy P'k'ng Co.	714	15	...	1,000
Hathaway B'k'ries, Inc.	720	4	4	10
Magnolia Pet'l'm Co.	557	166	435	686
U. S. Trucking Corp.	674	33	148	13
Loose-Wiles Biscuit Co.	700	...	...	...
Cn. Ed. N. Y. & Af. Co's	677	12	4	267
Sun Oil Company	498	173	174	461
Goodyear Tr. & Rub. Co.	621	13	122	1,099
Imperial Oil Ltd.	578	56	56	15
Standard Oil Co. of Ohio	519	111	197	290
National Baking Co.	626	2	2	30
Humble Oil & Rfg. Co.	358	258	258	674
American Bakeries Co.	580	10	10	12
So. Cal. Edison Co.	547	31	175	392
Freihofer Baking Co.	547	3	10	...
Kroger Groc. & Bk. Co.	100	450	600	50
Philadelphia Elec. Co.	532	...	...	332
B. F. Goodrich Co.	515	5	33	4
American Ice Co.	518	...	8	...
Brink's, Inc.	500	...	...	...
Consol. Laundr's Corp.	497	3	3	15
Dairyman's League	471	13	26	212
Ohio Oil Co.	483	...	116	398
Com'wealth Edison Co.	480	2	10	328
Langendorf Unit'd Bak.	477	...	20	20
Fed. Water Serv. Corp.	475	...	...	375
R. H. Macy & Co.	427	5	9	11
Columbia Baking Co.	400	...	...	8
Helms Bakeries	367	3	5	5
Crane Company	353	10	8	1,052
Pittsburg Plate Gl. Co.	362	...	...	750
Consumers Power Co.	354	...	...	1,093
N. Y. Pwr. & Lgt. Co.	350	2	4	136
City Baking Co., Balt.	346	4	5	15
Drake Bakeries, Inc.	346	...	...	7
Burns Brothers	338	2	1	18
Wagner Baking Co.	333	7	7	21
Western Union Tel. Co.	335	1	10	1,523
Horton M'r. Lines, Inc.	79	246	260	17
Fischer Baking Co.	320	2	3	6
CityIce&FuelCo.,Cleve.	307	14	16	13
Postal Tel. Cable Co.	318	...	191	180
Phila. Dairy Prod. Co.	293	14	28	5
Pacific Fruit & Prod. Co.	286	...	25	47
J. Spang Baking Co.	266	...	...	5
Sears, Roebuck & Co.	244	21	36	30
Spaulding Bak. Co. Inc.	258	7	7	10
Long Transportat'n Co.	213	77	76	90
Commercial Motor Fgt.	...	258	222	13
Richfield Oil Corp.	238	19	...	118
Continental Oil Co.	236	14	72	1,141
Marshall Field & Co.	241	8	27	14
Gottfried Baking Co.	200	...	...	5
Roadway Express, Inc.	117	110	110	9
Liquid Carbonic Corp.	213	9	11	...
Jacob Laub Baking Co.	216	...	...	12
Standard Oil Co., Pa.	193	11	18	106
Donaldson Baking Co.	204	...	...	...
General Foods Corp.	200	...	...	1,130
Hoffman Beverage Co.	186	8	12	187
Baltimore Transfer Co.	90	100	168	10
Comp. Auto Trans., Inc.	...	180	180	...
Capital Bakers, Inc.	173	1	1	10
Brooks Transp'tion Co.	100	63	63	7
Liberty Baking Co.	163	...	...	...
Interstate Dsp'tch, Inc.	110	50	60	14
Motor Haulage Co.	139	31	38	8
Brooklyn Union Gas Co.	156	...	...	67
Boston Elev. Rwy. Co.	146	10	15	50
Georgia Power Co.	154	...	...	509
Overland Fght. Trs. Co.	132	18	24	12
Boston Edison Co.	147	2	7	294
Borck & Stevens, Inc.	138	1	1	...
Huber & Huber Mo. Ex.	82	53	53	8
Geo. F. Alger Co.	39	94	196	...
Braun Baking Co.	130	...	...	3
Oswald Jaeger Bkg. Co.	122	...	...	1
Utah Oil Refining Co.	114	...	2	60
Horlacher Delivery Ser.	104	4	9	3
Gay's Express, Inc.	72	32	40	4
Barnsdall Oil Co.	83	18	12	177

The shippers listed above operate 145,600 trucks, 5,651 tractors, 8,341 trailers and 57,487 cars. It is not a complete list of all fleets with more than 100 vehicles. Survey as of June 1, 1939 by Automobile Manufacturers Association.



Trucks Haul Farm

(All Data from U. S.

Butter 27%

RECEIPTS (GROSS LBS.): NEW YORK CHICAGO, PHILADELPHIA AND BOSTON

Year	Truck ① (000)	Rail ② (000)	Per Cent Trucked
1939	192,993	505,100	27.6
1938	181,102	583,333	23.7
1937	133,778	483,530	21.7
1936	111,592	514,421	17.8
1935	107,429	526,053	17.0

Eggs 39%

RECEIPTS (CASES): NEW YORK, CHICAGO, PHILADELPHIA AND BOSTON

1939	5,422	8,301	39.5
1938	3,807	8,896	30.0
1937	4,970	8,567	36.7
1936	4,354	8,965	32.7
1935	4,001	8,518	32.0

Live Poultry 65%

RECEIPTS: NEW YORK CITY ③

1939	4,995	2,652	65.3
1938	5,845	3,114	65.2
1937	5,624	3,860	59.3
1936	4,747	4,403	51.9
1935	3,157	5,525	36.4
1934	2,428	7,753	23.8

Fruit—Vegetables 40%

1938 RECEIPTS ③

Atlanta	12,207	3,509	78
Boston	14,267	40,700	26
Chicago	13,648	62,769	18
Kansas City	3,382	10,437	25
Los Angeles	65,137	10,596	86
Milwaukee	449	9,241	5
New Orleans	4,394	5,829	43
New York	64,928	121,445	35
Philadelphia	34,703	35,265	50
Pittsburgh	3,211	25,189	11
St. Louis	4,501	18,532	20
San Francisco	15,285	6,301	71
1938 TOTAL	236,112	349,813	40

① Truck receipts do not include all arrivals as it is impossible to obtain reports from all receivers.
② Also includes boat receipts of fruit and vegetable freight.
③ Truck receipts in car-lot equivalents.

Produce to Markets

Department of Agriculture)

DRIVE-INS AND PER CENT OF TOTAL RECEIPTS ALL IMPORTANT MARKETS ①

Cattle 62%

Year	Drive-Ins (000)	Total Receipts (000)	Per Cent Trucked
1935	7,645	14,986	51.0
1936	8,615	15,711	54.8
1937	8,002	15,135	52.9
1938	8,245	14,076	58.6
1939	8,587	13,896	61.8

Calves 61%

1935	3,621	6,618	54.7
1936	3,953	6,870	57.5
1937	4,194	7,286	57.6
1938	3,817	6,563	58.2
1939	3,977	6,560	60.6

Hogs 68%

1935	11,940	19,562	61.0
1936	16,993	26,399	64.4
1937	14,931	22,666	65.9
1938	16,313	24,801	65.8
1939	19,095	27,974	68.3

Sheep and Lambs 29%

1935	6,619	25,567	25.9
1936	6,486	24,652	26.3
1937	6,640	24,979	26.6
1938	7,024	25,598	27.4
1939	6,939	23,817	29.1

Horses and Mules 50%

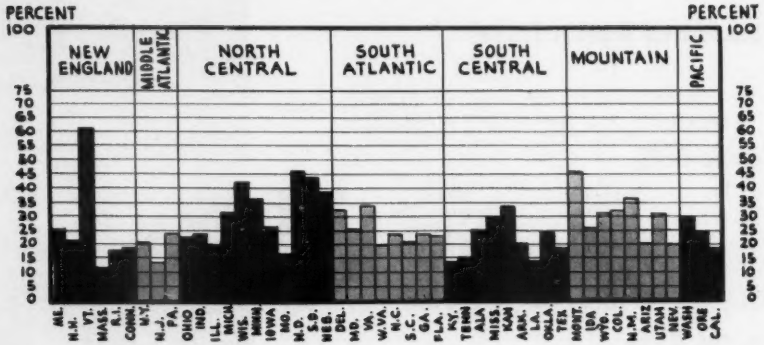
1935	170	537	31.7
1936	183	511	35.8
1937	169	443	38.2
1938	149	361	41.2
1939	143	284	50.4

Total Livestock 53%

1935	29,994	67,270	44.6
1936	36,230	74,343	48.9
1937	33,936	70,509	48.1
1938	35,549	71,399	49.8
1939	38,741	72,532	53.4

①Number of markets varies from 62 prior to January, 1936 to 68 in 1938.

One-Fourth of All U. S. Motor Trucks on Farms



TRUCK USE

997,033
Farm Trucks

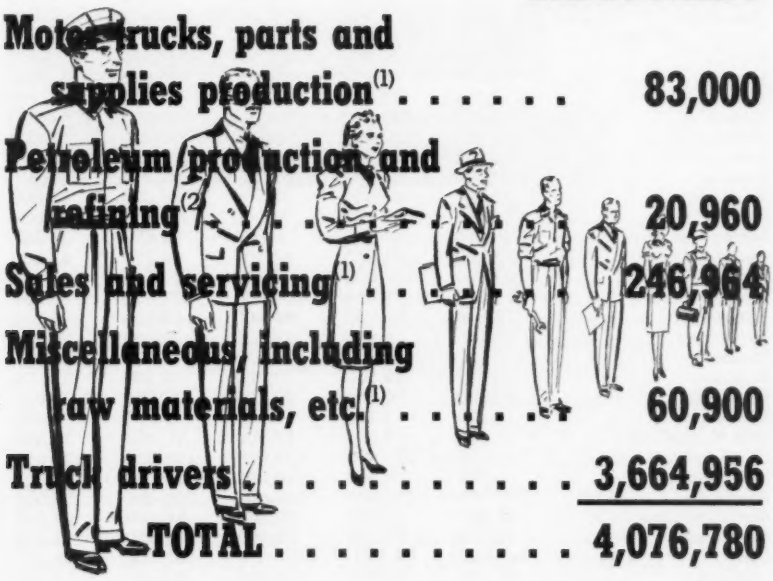
State	Farm Trucks ①	State	Farm Trucks ①
Alabama	13,004	Nevada	1,401
Arizona	4,394	New Hampshire	5,637
Arkansas	10,842	New Jersey	17,791
California	50,885	New Mexico	9,682
Colorado	17,362	New York	68,254
Connecticut	12,800	North Carolina	17,952
Delaware	3,303	North Dakota	15,387
Florida	16,212	Ohio	40,557
Georgia	17,510	Oklahoma	22,702
Idaho	7,315	Oregon	14,343
Illinois	43,697	Pennsylvania	59,035
Indiana	30,854	Rhode Island	3,451
Iowa	22,989	South Carolina	8,608
Kansas	32,555	South Dakota	12,395
Kentucky	9,015	Tennessee	9,173
Louisiana	11,079	Texas	54,896
Maine	11,474	Utah	6,219
Maryland	14,078	Vermont	5,539
Massachusetts	12,381	Virginia	22,792
Michigan	42,778	Washington	23,407
Minnesota	41,596	West Virginia	8,598
Mississippi	15,123	Wisconsin	57,367
Missouri	21,762	Wyoming	5,467
Montana	18,265		
Nebraska	25,107	Total	997,033

①—1938 Data Estimated by "Successful Farming."

Truck Transport Employs 4,000,000

(*Approximately 1 Out of Every 10 Workers)

	EMPLOYMENT
Motor trucks, parts and supplies production[1]	83,000
Petroleum production and refining[2]	20,960
Sales and servicing[1]	246,964
Miscellaneous, including raw materials, etc.[1]	60,900
Truck drivers	3,664,956
TOTAL	4,076,780



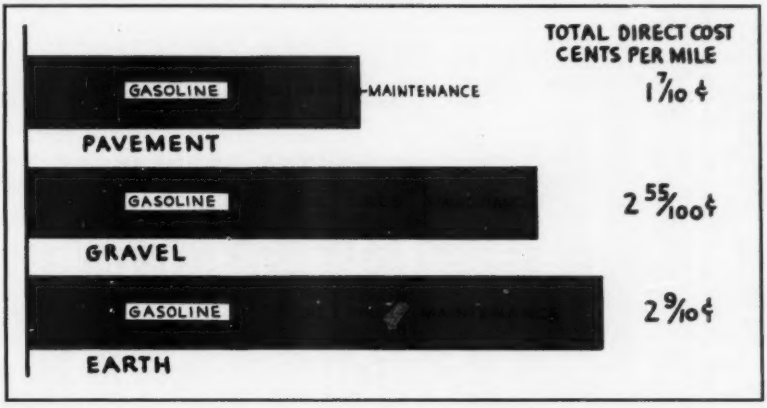
Authorities for total figures from which motor truck shares were calculated: U. S. Bureau of Labor Statistics and Census of Manufacturers, Bureau of Mines, Census of American Business. Estimates for motor truck shares of total employment were: (1) Ratio: total wholesale value of truck to aggregate motor vehicle factory sales, (2) Ratio: truck use of gasoline to total crude. (45 per cent of crude becomes gasoline, of which trucks in 1938 used an estimated 19½ per cent.)

Trucks Employ 3,650,000 Drivers in U. S.

State	1935	1936	1937	1938	1939
Alabama	29,400	38,200	42,300	39,100	41,800
Arizona	14,600	16,400	18,700	18,700	19,800
Arkansas	33,100	39,500	46,200	44,000	49,200
California	230,000	242,500	261,100	270,200	285,100
Colorado	13,200	14,800	25,600	25,500	25,500
Connecticut	58,200	64,800	67,800	70,400	70,700
Delaware	7,600	5,900	8,100	8,200	9,000
District of Columbia	20,100	21,000	21,500	16,200	19,400
Florida	51,400	57,400	63,200	62,900	70,400
Georgia	50,600	55,700	59,900	56,000	62,800
Idaho	13,200	15,900	17,600	17,400	18,500
Illinois	167,500	185,400	193,700	194,900	208,900
Indiana	115,200	119,600	121,700	110,800	112,200
Iowa	48,800	50,900	53,300	54,300	56,100
Kansas	49,100	53,400	57,700	60,400	61,200
Kentucky	38,700	46,400	53,100	57,000	60,900
Louisiana	54,200	67,100	71,000	70,600	77,600
Maine	30,800	33,100	35,000	34,500	33,100
Maryland	39,300	44,000	44,100	44,900	47,800
Massachusetts	103,600	105,600	107,100	107,500	112,700
Michigan	112,900	123,300	128,600	122,600	130,800
Minnesota	76,500	82,700	85,400	83,800	85,000
Mississippi	18,800	24,500	29,900	29,100	30,300
Missouri	100,700	111,300	116,600	116,300	124,000
Montana	16,700	18,500	18,400	19,300	21,100
Nebraska	25,800	26,500	27,100	28,500	29,000
Nevada	6,400	7,100	7,500	7,000	7,400
New Hampshire	17,800	18,800	19,800	20,400	21,300
New Jersey	126,700	131,800	134,600	133,900	138,500
New Mexico	12,700	15,900	19,000	18,800	19,200
New York	289,700	301,300	309,600	306,400	315,000
North Carolina	47,900	51,700	55,900	56,400	63,000
North Dakota	11,300	11,700	12,600	13,000	13,400
Ohio	149,700	150,500	157,900	160,400	175,700
Oklahoma	57,100	62,400	67,900	64,900	67,500
Oregon	26,900	34,500	38,400	37,900	39,800
Pennsylvania	206,000	212,100	221,300	220,900	242,500
Rhode Island	19,200	19,500	19,800	20,100	21,900
South Carolina	24,700	29,200	37,700	34,300	35,700
South Dakota	10,700	11,300	11,500	11,400	12,100
Tennessee	34,700	42,400	48,500	50,400	53,600
Texas	208,900	232,400	255,800	257,600	274,600
Utah	15,100	16,700	18,200	17,200	19,300
Vermont	4,200	4,200	4,400	4,200	4,500
Virginia	46,000	49,700	52,600	51,500	55,400
Washington	54,600	63,300	67,300	66,200	67,100
West Virginia	32,800	40,500	41,600	41,900	46,700
Wisconsin	74,600	82,900	81,000	78,300	81,800
Wyoming	8,900	9,400	10,600	10,700	11,300
Totals	3,006,600	3,263,700	3,468,200	3,446,900	3,650,200

NOTE—Estimated by allowing 1.14 full time drivers (the national average) per truck registered, exclusive of farm trucks.

Improved Roads Reduce Operating Costs



NOTE: "Direct Cost" does not include License, Depreciation, Interest, Garage or Insurance.

SOURCE: "Cost of Operating Rural Mail-Carrier Motor Vehicles on Pavement, Gravel and Earth." A study by the Iowa State College Engineering Experiment Station analyzing cost records of 293 motor vehicles used by rural Mail Carriers on routes in Iowa, Indiana and Alabama, in the period November, 1935, to January, 1937.

Average Cost of Operation by Type of Road
Cents per Mile—Direct Cost Only

	Pavement	Gravel	Earth
Gasoline	1.22 cts.	1.40 cts.	1.35 cts.
Oil	.11 cts.	.15 cts.	.21 cts.
Tires	.27 cts.	.44 cts.	.33 cts.
Maintenance	.10 cts.	.56 cts.	1.01 cts.
Total	1.70 cts.	2.55 cts.	2.90 cts.

Conclusions:

1. "A considerable increase in expenditures for secondary roads is justified to eliminate mud roads and loose, dusty, washboarded gravel and macadam roads, on which operating costs are from 1 to 8 cents per vehicle-mile higher than on pavement.

2. "Highway departments in the northern states are justified in an annual expenditure for snow and ice removal at the rate of $500 per mile of road per 1,000 vehicles of traffic per day in view of savings in operating cost and time, and the reduction of accidents resulting from complete snow and ice removal.

3. "With unit operating costs that range from 2 to 12 cents per mile for passenger cars, an average saving of 1 cent per vehicle-mile will result in a total annual saving of 50 million dollars in the state of Iowa and 2 billion dollars for the country as a whole. This investigation indicates that such an achievement would be possible."

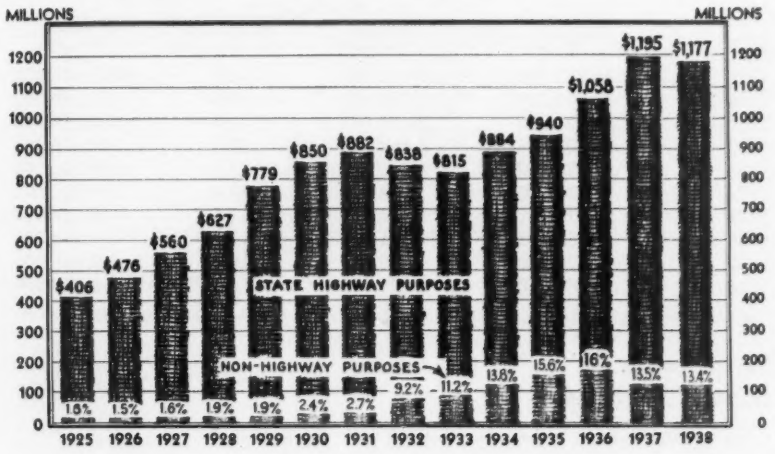
Heavy Truck Uses of Secondary Roads Negligible

Vehicles 3-Ton and Over Account for .9% of Mileage on Secondary, 4.5% on Primary, 3% on City Streets

Class of Motor Vehicle	Estimated Total Annual Mileage (000)	DISTRIBUTION BY ROAD SYSTEMS — Primary Mileage (000)	Primary % of System Total	Secondary and Local Mileage (000)	Secondary and Local % of System Total	City and Village Streets Mileage (000)	City and Village Streets % of System Total
Private pass. cars, incl. ambulances, hearses	212,050,300	91,181,629	79.8818	27,566,539	78.8718	93,302,132	80.5000
Taxicabs and other for-hire cars	3,884,800	310,784	.2723	77,696	.2223	3,496,320	3.0166
School buses	813,600	284,760	.2495	488,160	1.3967	40,680	.0351
Contract buses (seats): 7 and less	36,700	16,515	.0145	1,835	.0053	18,350	.0158
8 to 20	9,400	4,230	.0037	470	.0013	4,700	.0041
Over 20	9,600	4,320	.0038	480	.0014	4,800	.0041
Common carrier buses (seats): 7 and less	94,900	76,869	.0673	8,541	.0244	9,490	.0082
8 to 20	275,500	136,372	.1195	15,153	.0433	123,975	.1070
Over 20	1,129,500	416,717	.3651	21,303	.0610	691,480	.5966
Farm trucks	3,002,500	1,621,350	1.4204	1,110,925	3.1785	270,225	.2331
Private trucks (tons):							
1½ and less	20,613,700	8,505,161	7.4511	4,415,341	12.6329	7,693,198	6.6376
Over 1½ and less than 3, single	5,440,000	1,970,983	1.7267	383,451	1.0971	3,085,566	2.6622
Over 1½ and less than 3, combinations	2,247,400	1,415,862	1.2404	89,896	.2572	741,642	.6399
3 and less than 5, single	3,203,400	1,278,184	1.1198	175,039	.5008	1,750,177	1.5100
3 and less than 5, combinations	732,600	490,842	.4300	21,978	.0629	219,780	.1896
5, single	628,500	320,110	.2804	19,818	.0567	288,572	.2490
5, combinations	198,500	144,905	.1270	3,970	.0114	49,625	.0428
Over 5, single	1,331,500	667,196	.5845	42,445	.1214	621,859	.5365
Over 5, combinations	537,800	392,594	.3439	10,756	.0308	134,450	.1160
For-hire:							
1½ tons and less	4,516,400	1,580,740	1.3848	406,476	1.1630	2,529,184	2.1822
Over 1½ and less than 3, single	1,685,000	1,236,822	1.0836	57,282	.1639	390,896	.3373
Over 1½ and less than 3, combinations	336,600	279,378	.2448	3,366	.0096	53,856	.0465
3 and less than 5, single	854,600	661,824	.5798	16,462	.0471	176,314	.1521
3 and less than 5, combinations	728,500	604,655	.5297	7,285	.0208	116,560	.1006
5, single	83,000	70,550	.0618	830	.0024	11,620	.0100
5, combinations	124,500	105,825	.0927	1,245	.0036	17,430	.0150
Over 5, single	121,500	103,275	.0905	1,215	.0035	17,010	.0147
Over 5, combinations	309,700	263,245	.2306	3,097	.0089	43,358	.0374
Total motor vehicles	265,000,000	114,145,697	100.0000	34,951,054	100.0000	115,903,249	100.0000
Total passenger cars (including taxicabs)	215,935,100	91,492,413	80.1541	27,644,235	79.0941	96,798,452	83.5166
Total motor trucks	46,695,700	21,713,501	19.0225	6,770,877	19.3725	18,211,322	15.7125
Total motor buses (including school buses)	2,369,200	939,783	.8234	535,942	1.5334	893,475	.7709

Estimated Distribution of Motor Vehicle Traffic in 1937. From "PUBLIC AIDS TO TRANSPORTATION" (Vol. IV), by Federal Coordinator of Transportation, 1940.

One-Eighth of Highway Tax Dollars Diverted



State Use of Motor Taxes

(Source: U. S. Public Roads Administration)

IN THOUSANDS OF DOLLARS

Year	Collection and Administration	State Highway Purposes	Local Roads and Streets	Debt Service	Non-highway Use Amount	Per Cent of Total	Total Motor Taxes Disbursed
1925	$11,961	$277,348	$ 84,234	$ 24,977	$ 7,179	1.8	$ 405,699
1926	16,350	320,831	101,288	30,513	6,903	1.5	475,885
1927	15,376	374,738	112,815	47,968	8,793	1.6	559,690
1928	15,875	422,034	127,481	49,446	12,046	1.9	626,882
1929	18,226	523,307	166,164	56,556	14,697	1.9	778,950
1930	20,319	565,037	177,266	67,359	20,160	2.4	850,141
1931	23,065	559,794	190,198	85,063	23,600	2.7	881,720
1932	20,707	464,873	186,286	89,738	76,747	9.2	838,351
1933	27,025	407,507	189,480	99,518	91,577	11.2	815,107
1934	28,975	381,985	215,071	135,536	122,150	13.8	883,717
1935	31,760	389,364	230,424	141,745	147,143	15.6	940,436
1936	37,942	435,116	256,461	159,132	169,344	16.0	1,057,995
1937	42,529	557,364	265,737	168,089	161,413	13.5	1,195,132
1938	44,084	691,063	273,865	174,389	158,284	13.4	1,177,010

Note—Taxes include state motor vehicle registration receipts, special motor carrier taxes, and gas taxes

Highway Improvements Reduce Transportation Charges

"Highway improvements of recent decades . . . have resulted, directly or indirectly, in substantial reductions in transportation charges." From "Public Aids to Transportation," Coordinator of Transportation, 1940.

14% of U. S. Railroad Freight Is Automotive

Year	All Traffic, Carloads (I.C.C. Statistics)	Automotive Freight Carloads*	Automotive Freight Per Cent of Total Carloads	Revenue From Automotive Freight
1929	36,821,868	3,667,792	10.0	$563,411,000
1930	31,479,071	3,330,583	10.6	478,466,000
1931	24,631,961	3,106,645	12.6	396,738,000
1932	18,067,496	2,543,833	14.1	325,000,000
1933	19,278,087	2,640,910	13.7	324,320,000
1934	21,223,443	3,064,805	14.4	365,021,000
1935	21,779,757	3,361,601	15.5	416,234,000
1936	25,950,943	3,791,247	14.6	494,562,000
1937	27,175,680	4,155,749	15.3	473,431,000
1938	21,167,420	3,095,108	14.6	359,069,000

*Includes freight produced by motor vehicle manufacture and use, and highway construction.

Shipments of Motor Vehicles

Source: Bureau of Statistics, Interstate Commerce Commission, 1938.

Type of Carrier	Number of Vehicles	Per Cent of Total
Railway	787,561	37.7
Highway	1,148,354	54.9
Waterway	155,698	7.4
Total	2,091,613	100.0

SHIPMENT OF MOTOR VEHICLES BY HIGHWAY

Type of Highway Distribution	Number of Vehicles	Per Cent of Total Via Highway
Common Carrier	481,367	42.0
Contract Carrier	420,295	36.7
Dealers and Distributors	209,111	18.3
Customers	34,869	3.0
Total via Highway	1,145,642①	100.0

① Does not include 1,217 vehicles whose status was not reported, nor 1,495 vehicles shipped out in one company's own equipment.

Mail Routes

A total of 1,392,657 miles of rural highways is covered by the United States post office department on its 32,839 rural routes. The postal service utilizes 15,045 motor trucks in all its branches, 8,500 of them being owned by the department and 6,545 operated on a contract basis.

Motor Trucks Average 10,100 Miles Per Year

Trucks Registered in:	Average Miles Yearly	Trucks Registered in:	Average Miles Yearly
Arizona	10,010	Ohio	11,620
Florida	11,630	Oklahoma	7,640
Idaho	9,220	Oregon	7,980
Illinois	11,720	Utah	10,220
Kansas	8,480	Virginia	12,490
Louisiana	9,640	Washington	7,100
Missouri	10,360	Wyoming	8,940
Montana	6,730	Average, 15 States	10,100

(SOURCE: U. S. Public Roads Administration, from preliminary data obtained in statewide highway planning surveys in cooperation with State Highway Departments, 1939)

Farm Trucks Average 5,682

	Number of Trucks	Average Mileage Per Year
Less than 2500	726	1,407
2500-5500	942	3,872
5500-8500	379	6,911
8500-11,500	200	9,899
11,500-20,000	195	14,104
Over 20,000	90	26,333
All Trucks	2,532	5,682

(SOURCE: New York State College of Agriculture, Cornell University survey of farms in 52 New York Counties, 1935)

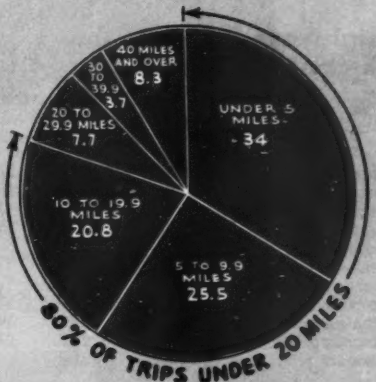
80% of Trips Under 20 Miles

(SOURCE: "Public Roads," May 1939, pub. by U. S. Public Roads Administration)

Length of One-Way Trip From Point of Origin (Miles)	No. of Trips (000)	Per Cent	Cumulative Per Cent
0 to 4.9	184,952	34.0	34.0
5.0 to 9.9	138,916	25.5	59.5
10.0 to 19.9	113,521	20.8	80.3
20.0 to 29.9	41,855	7.7	88.0
30.0 to 39.9	20,030	3.7	91.7
40.0 to 49.9	10,262	1.9	93.6
50.0 to 99.9	23,908	4.4	98.0
100.0 to 249.9	9,911	1.8	99.8
250.0 to 499.9	1,034	.2	100.0
500.0 to 999.9	110	①	①
1,000.0 and over	45	①	①
Total	544,544	100	100
Median Average Trip	8.1 Miles		
Mean Average Trip	17.4 Miles		

①—Less than 0.1 per cent.

NOTE: Survey covered trucks operating on rural highways, i.e. outside city limits; hence, if truck trips confined entirely within city limits had been included, the number of trips and the corresponding percentages shown in the lower mileage brackets would have been considerably increased.



Highway Standards Desired By War Department

The standards of construction for strategic highways desired by the War Department, as indicated in address by Lieut. Col. Paul E. Tombaugh before the American Association of State Highway Officials, Richmond, Virginia, 1939 are as follows:

1. SURFACE:
   Hard surface, capable of supporting 9,000 pound wheel load on pneumatic tires.
2. WIDTH:
   Minimum of 20 feet. Bridges to be four feet in excess of approach roads.
3. BRIDGE LOAD CAPACITY:
   Minimum H-15 loading.
4. GRADE:
   Non-mountainous areas, maximum of 5 per cent in lengths greater than 500 feet.
   Mountainous areas, maximum of 8 per cent in lengths greater than 500 feet.
5. CURVATURE:
   Non-mountainous areas, maximum of 6 degrees.
   Mountainous areas, maximum of 14 degrees.
6. VERTICAL CLEARANCE:
   Minimum of 14 feet.
7. SIGHT DISTANCE:
   Non-mountainous areas, minimum of 1,000 feet.
   Mountainous areas, minimum of 650 feet.

Highways Serve Distant Markets

(Truck Shipments, in car lot equivalents, from Florida, 1938-39 season)

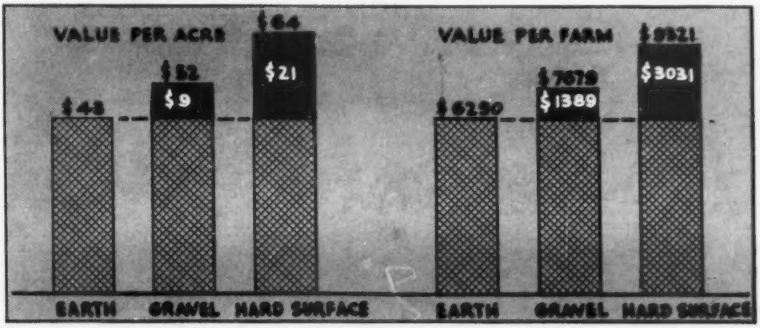
Destination	Citrus Fruits	Vegetables and Non-Citrus Fruits	Destination	Citrus Fruits	Vegetables and Non-Citrus Fruits
Alabama	1,348	1,156	New York	138	3,990
Dist. of Columbia	1,542	1,137	North Carolina	2,370	2,006
Georgia	4,316	3,199	Ohio	200	225
Illinois	88	346	Pennsylvania	351	2,014
Indiana	158	168	South Carolina	1,457	1,143
Kentucky	125	222	Tennessee	864	984
Louisiana	30	448	Texas	94	613
Maryland	816	1,107	Virginia	2,157	1,489
Michigan	223	126	West Virginia	271	212
Mississippi	171	199	Other*	310	—
Missouri	109	308			
			Total	17,138	21,092

*Includes shipments to Arkansas, Colorado, Connecticut, Delaware, Iowa, Kansas, Massachusetts Minnesota, Nebraska, New Jersey, Oklahoma, Wisconsin and Canada.

SOURCE: Florida State Department of Agriculture.

Highway Improvements Increase Farm Values

SOURCE: Survey made by W. M. Curtiss, Department of Agricultural Economics and Management, New York State College of Agriculture, Cornell University in cooperation with county farm bureau associations in 52 counties in New York State.



The chart above is based upon estimates made by farmers themselves of the value of their own land. The estimates are shown in the tabulation which follows, covering three types of highways. in each case, the farmer appraised the present actual value of his land, (as shown in bold face), and also estimated its value if it were located on the other types road.

	Estimates by Farmers now Located on:			Average
VALUES PER ACRE	Dirt Roads	Gravel Roads	Hard Roads	All Farms
If located on Dirt Road	**$ 37**	$ 45	$ 47	$ 43
If located on Gravel Road	45	**55**	57	52
If located on Hard Road	53	65	**71**	64
VALUES PER FARM				
If located on Dirt Road	**$6,060**	$6,546	$6,318	$6,290
If located on Gravel Road	7,300	**7,979**	7,787	7,679
If located on Hard Road	8,753	9,513	**9,609**	9,321

Effect of Good Roads on Farms

From the estimates above, the following figures emerge showing that on the average gravel roads enhance farm values 22 per cent, hard-surface roads 48 per cent, compared with farms on dirt roads.

	FARMS NOW LOCATED ON			ALL FARMS	
				Increase	
VALUES ADDED	Dirt Roads	Gravel Roads	Hard Roads	Dollars	Per Cent
Per Acre, due to Graveling	$ 8	$ 10	$ 10	$ 9	33
Per Acre, due to Hard-surfacing	16	20	24	21	49
Per Farm, due to Graveling	1,240	1,433	1,469	1,389	22
Per Farm, due to Hard-surfacing	2,693	2,967	3,291	3,031	48

U. S. and State Limits on Hours of Service

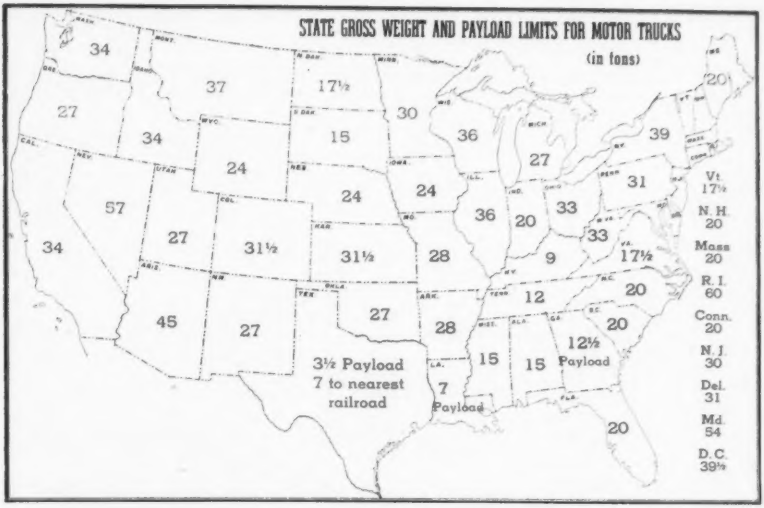
Summary of Laws and Commission Regulations for Truck Drivers

(Source: National Highway Users Conference, as of December, 1939.)

State	Vehicles Affected	LIMIT OF HOURS ON DUTY: When Consecutive	Min. Hours Off Duty	When Not Consecutive (Allowed)	(Period)	Min. Hours Off Duty
Federal	Interstate Common and Contract Motor Carriers	—	—	10 (g)	in 24	8
	(60 hrs. in any week of 168 consecutive hours or 70 hours in any 192 consecutive hours.)					
Ala.	Common & Contract	8	8	8	in 12	8
Ariz.	Motor & Private Property Carriers	10 (a)	8	10	in 24	8
Ark.	All carriers*	12	8	14 (b)	in 24	8
Calif.	Prop. Common Carriers	—	—	10	in 15	—
	Other Property Carriers	12	8	12	in 15	8
Colo.	Common Carriers*	—	—	10	in 24	8
Conn.	Comm. and Public Service	12	8	16 (e)	in 24	10
Dela.	Commercial	8*	—	16	in 24	—
Fla.	For-hire	12 (f)	8	—	—	—
Ga.	For-hire Carriers	10	8	—	—	—
Idaho	Common Carriers*	8	—	10	in 24	—
Ill.	Common Carriers	—	—	12*	in 24	8
				15	in 24	8
Ind.	Common and Contract	8 (h)	—	14	in 24	—
Iowa	For-hire*	12	10	12	in 24	8
Kans.	Common, Contract and Private Carriers	12	—	16	in 24	—
	Same (sleeper cabs)	36	—	(c)		12 or ½ time on duty
Ky.	Common and Contract	12	8	16 (e)	in 24	10
Maine	Property For-hire	12	8	16 (e)	in 24	10
Mass.	Property Transporters	12	8	16 (e)	in 24	10
Mich.	Common and Contract*	12	10	12	in 24	8
	Trucks	12	10	12	in 14	10
Minn.	For-hire Trucks*	12	—	—	—	—
Miss.	Truck Operators*	12	—	16	in 24	—
	Motor Carriers	Same as I. C. C.				
Mo.	All Carriers*	10	10	10	—	10
Mont.	Motor Carriers*	—	—	8	in 24	8
Nebr.	Motor Carriers	—	—	12	in 24	—
Nev.	For-hire*	12	—	12	in 15	8
N. H.	For-hire Trucks	12	8	16 (e)	in 24	10
N. J.	Commercial Trucks	12 (i)	8	12	in 16 (i)	8
N. Mex.	For-hire	10	8	16 (e)	in 24	—
N. Y.	Trucks	10 (k)	8	10	in 14	8
N. C.	Franchise Holders (Common Carriers)	7	—	14	in 24 (d)	—
N. D.	Common and Contract	10	10	10	in 24	10
Ohio	Truck Drivers	14	8	14	in 24	8
Okla.	All Motor Carriers*	—	—	10	—	6
Oregon	All Motor Carriers*	12	10	12	in 24	10
R. I.	Merchandise or Public Service	12	8	16 (e)	in 24	10
S. C.	Motor Carriers	—	—	10	in 24*	8
	Truck Operators	8*	—	—	in 24	—
				(60	in 7 cons. days)	
S. D.	Motor Carriers	12	12	12 (e)	in 24	8
Tenn.	Motor Carriers*	—	—	12	in 24	8
				(63 driv. hrs. in any 7-day period.)		
Texas	Motor Carrier Trucks	14	8	14	in 24	8
Utah	All Motor Carriers	8	—	10	in 15	—
Va.	Common Carriers*	—	—	8	in 24	10
	Motor Vehicles*	—	—	13	in 24	—
Wash.	Motor Freight Carriers	10	8	10	in 24	8
Wisc.	Motor Carriers	—	—	12 (j)	in 24	10
Wyo.	Motor Carriers	10	8	14	in 24	10
La., Md., Pa., Vt., W. Va.		NO LIMITATION				

(a) Or drive a passenger carrier vehicle over 275 miles. (b) If 2 hours rest period provided. (c) Seventy-two hours in 7-day period or 96 hours in such period if a sleeper cab. (d) Nine hours at end of two 7-hour periods with one hour rest intervening. (e) No period off duty shall be deemed to break the continuity of service unless it be for at least 3 hours. (f) Periods of not less than 4 hours off duty not to be counted in 12-hour period. (g) Twelve hours in aggregate permitted in adverse weather and traffic conditions, provided the Bureau of Motor Carriers is notified. (h) No period off duty shall be deemed to break the continuity of service unless it be for not less than 2 hours at a place where food and lodging may be secured. (i) Time taken for meals not counted in time on duty. (j) Sixty hours per calendar week and 40 hours maximum for any four consecutive days. (k) Includes time for meals. *Limit is actual driving hours.

State Law Variations Show Need for Uniformity



Condemn State Trade Barriers

Consumer groups, farmers and governmental agencies have joined in vigorous opposition to laws which interfere with free trade among the states. Among the organizations on record against such trade barriers are the following:

National Conference on Interstate Trade Barriers (Chicago, April, 1939); Council of State Governments; American Association of State Highway Officials; Western Conference on Governmental Problems; American Association of Motor Vehicle Administrators; American Farm Bureau Federation; U. S. Departments of Agriculture and Commerce; Institute for Consumer Education; National Highway Users Conference; American Petroleum Institute, and U. S. Public Roads Administration.

Trucks Subject to More Regulations Than Railroads

A statement made by the Interstate Commerce Commission in its Fifty-Second Annual Report, page eight, reads as follows:

> "These two acts (The Motor Carrier Act, 1935, and the Civil Aeronautics Act, 1938) provide for the motor carriers and the air carriers, respectively, a system of regulation which is, if anything, more comprehensive than that which has been provided for the railroads."

STATE SIZE AND WEIGHT LIMITATIONS

PREPARED BY THE NATIONAL HIGHWAY USERS CONFERENCE

STATE	SIZE RESTRICTIONS							GROSS WEIGHT (LEGAL LIMITS)		(See NOTE) PRACTICAL GROSS WEIGHT LIMITS (In thousands of pounds) (Where No Distinction is Made Between Pneumatic and Solid Tire Limits, Below Limits Apply to Both)										
	Width (In Inches)	Height (In Feet)	LENGTH: Single Unit	LENGTH: Tractor Semi-Trailer	LENGTH: Other Combinations	Number of Trailers ½-Semi-Trailer	Minimum Tandem Axle Spacing	Per Inch of Tire Width	Per Axle (1000 lb.)	T 4-Wheel Single Unit	T 6-Wheel Single Unit	4 Wh. Tractor 2-Wh. Semi-T.	4-Wh. Tractor 4-Wh. Semi-T.	6-Wh. Tractor 4-Wh. Semi-T.	4-Wh. Truck 4-Wh. Trailer	4-Wh. Truck 6-Wh. Trailer	6-Wh. Truck 4-Wh. Trailer	6-Wh. Truck 6-Wh. Trailer	4-Wh. Tractor 2-Wh. Semi-T. 4-Wh. Trailer	4-Wh. Tractor 4-Wh. Semi-T. 4-Wh. Trailer	6-Wh. Tractor 4-Wh. Semi-T. 6-Wh. Trailer
V Ala.	96	12½	30	40	NP	½	NS	600	16000	30	30	30	30	30	NP	NP	NP	NP	NP	NP	NP
Ariz.	96	14½	33	85	85	1½	NS	500-S 700-P	18	22	34	40	44	56	44	56	56	68	62	66	90
ZXV Ark.	96	12½	35	45	45	1 or ½	NS	Table	Table	24.9	41.2	53.9	53.9	53.9	53.9	53.9	53.9	53.9	NP	NP	NP
ZX Cal.	96	13½	35	60	60	NR	40	NS-P 600-S	17	26	34	43	52	60	52	60	60	68	68	68	68
X Colo.	96 102 b	12½	35	40	50	1½	40	NS-P 500-S	18-I 16-J	24	34	50.4	50.4	50.4	48	58	58	63	63	63	63
Z Conn.	96 c 102	12½	40	40	NP	½	NS	NS-P 800-S	NS	32-P 26-S	40-P 26-S	40-P 26-S	40-P 26-S	40-P 26-S	NP	NP	NP	NP	NP	NP	NP
Del.	96	12½	33	60	60	1½	NS	700	18-P 16-S	26-P 22-S	36-PN 22-S	40-P 38-S	40-P 38-S	40-P 38-S	48-P 44-S	48-P 44-S	58-PN 44-S	58-PN 44-S	62-P 60-S	62-P 60-S	62-P 60-S
Z D. C.	96	12½	33	33	50	NR	40	880-P 800-S	24.6-P 15.4 s	27.7-S 30.8-P	39.6-P	39.6-P	39.6-P	39.6-P	61.6-P	70.4-P	70.4-P	79.2-P	70.4-P	70.4-P	79.2-P
Z Fla.	96	12	35	45	45	1 or ½	NS	550	NR	16-PQ 8-S	16-PQ 8-S	19-PQ 9.5-S	32-PQ 11-S	32-PQ 11-S	32-PQ 11-S	32-PQ 11-S	32-PQ 11-S	32-PQ 11-S	32-PQ 12.5-S	32-PQ 14-S	32-PQ 14-S
Ga.	96	12½	30 e 35 f	85 e 45 f	85 e 45 f	1½	NS	800	17.6	22 12.5-PL	39.6 12.5-PL	39.6 12.5-PL	44 12.5-PL	61.6 12.5-PL	44 25-PL	61.6 25-PL	61.6 25-PL	79.2 25-PL	61.6 25-PL	66 25-PL	101.2 25-PL
W Idaho	96	14	35	35	65	1 or ½	NS	800 o	18	28	42	42	56	60	56	56	56	56	68	68	68
VI Illinois	96	NS	35	35	40	1½	40	800	16	24 E	40	40	40	40	56	56	72	72	72	72	72
VX Indiana	96	12	33	40	40	1½	40	800	16	32-W	40	40	40	40	40	40	40	40	40	40	40
X Iowa	96	12	33	45	NP	NR	40	NS	16-P 14-S	32-PW 28-S	33.9-P 33.9-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S
X Kansas	96	12½	35	35	45	1 or ½	40	NS	18-P I 16-J	24 28 t	34	48.9	46.9	46.9	48	58	58	63	NP	NP	NP
Ky.	96	11½	26½	30	NP	½	NS	800	NR	18	18	18	18	18	NP	NP	NP	NP	NP	NP	NP
La.	96	12½	33	45	45	1 or ½	40	600	18-P I 16-J	8-PL	14-PL	14-PL	14-PL	14-PL	14-PL	14-PL	14-PL	14-PL	NP	NP	NP
Maine	96	12½	40 h	40 h	40 h	1 or ½	NS	600	18-P 16-S	30	40	40	40	40	40	40	40	40	NP	NP	NP
Z Md.	96	NR	NR	NR	NR	1 n	NS	700	18	26-P 42-S	36-P 42-S	42	42	42	52	62	62	72	68	68	78
Mass.	96 102 b	NR	33 j 28	40	NS	T 1 or 1½	NS	800	NR	30-P 28-S	40	40	40	40	31-P 28-S	31-P 28-S	41	41	NP	NP	NP

Md. Z	96	NR	NR	NR	NR	1 n	NS	700	18	28-P 42-S	30-P 42-S	42	42	42	52	62	62	72	68	68	78
Mass.	96 102 h	NR	33 j 28	40	NS	1 or 1½ T	NS	800	NR	30-P 28-S	40	40	40	40	31-P 29-S	31-P 29-S	41	41	NP	NP	NP
Mich. P	96 102 b	12½	35	50	50	1½	NS	700	18-P 16-S	36-PW 32-S	44-PW 39.2-S	54-PW 48-S	62-PW 55.2-S	70-PW 62.4-S	72-PW 64-S	80-PW 71.2-S	88-PW 71.2-S	88-PW 78.4-S	90-PW 80-S	98-PW 87.2-S	114-PW 101.6-S
Minn. Z	96	12½	40	40	40	1½	NS	NR	18-P u 10.8-S	36-PW 21.6-S	42-PW 25.2-S	42-PW 25.2-S	42-PW 25.2-S	48-PW 28.8-S	42-PW 25.2-S	42-PW 25.2-S	48-PW 28.8-S	48-PW 28.8-S	48 28.8	48 28.8	54 32.4
Miss.	96	12½	40	40	55	NR	40	700	18-I 16-J	22	30	30	30	30	30	30	30	30	30	30	30
Mo. Z	96	12½	33	40	40	1 or ½	NS	600	16	24	24	38	38	38	48	48	48	48	NP	NP	NP
Mont. X	96 a	13½	35	60	60	1 or ½	NS	600	18-P 16-S	46.9	46.9	64.4	64.4	64.4	64.4	64.4	64.4	64.4	NP	NP	NP
Neb.	96	12	35	42	45	1½	NS	NS	16	32-W	32	40	40	40	48	48	48	48	48	48	48
Nev. Z	96	NR	NR	NR	NR	NR	42	600	NR	25	38	38	38	38	50	63	63	76	63	63	76
N. H.	96	NR	33	45	45	NR	NS	800	18	28	40	40	40	40	40	40	40	40	40	40	40
N. J. Z	96	12½	35 U 28	45 56U	50 56U	1 or ½	NS	Table	Table	30	40 U 30	60	60	60	60	60	60	60	NP	NP	NP
N. M. V X	96 100 b	12½	35	45	45	1 or ½	40	700-P S-NS	18-I 16-J	36-IW 32-J	40.2-I 40.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	NP	NP	NP
N. Y. X	96 106 b	13	35	50	50	1 or ½	46	640-S 800-P	22.4-P 17.9-S	36-P 28.8-S	44-P 35.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	NP	NP	NP
N. C.	96	12½	35	45 i	45 i	1 or ½	NS	600	18-I 16-J	20 L	40 L	40	40	40	40	40	40	40	NP	NP	NP
N. D. Z	96	12½	40	40	40	1 or ½	NS	600	16	32 W	35	35	35	35	35	35	35	35	NP	NP	NP
Ohio	96	12½	35	40	60	NR	NS	650 o	18-P 16-S	24-P 20-S	24-P 20-S	42-P 36-S	42-P 36-S	42-P 36-S	48-P 40-S	48-P 40-S	48-P 40-S	48-P 40-S	66-P 56-S	66-P 56-S	66-P 56-S
Okla.	96	12½	45	45	45	1½	NS	600	NS	24	24	47	47	47	47	47	47	47	47	47	47
Ore. ZXV²	96	11	35	35	50	NR	40	S-NS 600-P q	18 w 16 x	34 w 32 xW y	46.9 w 46.9 x H	46.9 w 46.9 x	46.9 w 46.9 x	46.9 w 46.9 x	54	54	54	54	54	54	54
Pa. Z	96	14½	33	70	70	1 or ½	36	800	18	26 H	36 H	39	39	39	52	62	62	62	NP	NP	NP
R. I.	102	12½	NR	85	85	2	NS	800	22.4	32-P 28-S	40	40	40	40	64-P 56-S	72-P 68-S	72-P 68-S	80	72-P 68-S	72-P 68-S	80
S. C. X	96	12½	35	45	45	1 or ½	40	NR	18-I 16-J	25	25	40	40	40	40	40	40	40	NP	NP	NP
S. D.	96	13	28G 30	40	40	1 or ½	NS	NR	NR	20	24	30	30	30	30	30	30	30	NP	NP	NP
Tenn.	96	12	27	35	35	1 or ½	NS	NS	16	24	24	24	24	24	24	24	24	24	NP	NP	NP
Tex.	96	12½	35	45 m	45 m	1 or ½	NS	600	NR	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	NP	NP	NP
Utah X	96	14½	45	60	60	1 or ½	NS	800 o	18-P 13.5-S	36-P 27-SW	53.9-P 40.4-S	54-P 40.5-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	NP	NP	NP
Vt. Z	96	12	50	50	50	1 or ½	40	600	16	28 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	NP	NP	NP
Va. V	96	12½	33	45	45	1 or ½	40	650	16	24	35	35	35	35	35	35	35	35	NP	NP	NP
Wash. ZX	96	12½	35	60	60	1 or ½	42	500	18 A	24	34	42	50	60	48	58	58	68	NP	NP	NP
W. Va. X	96	12½	35	45	45	NR	40	NS	18-PB 14-S	36-PW 28-S	54-PW 42-S	54-PW 43.2-S	72-PW 57.6-S	90-PW 72-S	72-PW 57.6-S	90-PW 72-S	90-PW 72-S	102.4-P 81.9-S	90-PW 72-S	102.4-P 81.9-S	102.4-P 81.9-S
Wisc. V³	96 d	12½	33	45	45	1 or ½	40	S-NS 800-P	19-C 12-D	24-C 15-Dk	36-C 22.5-D	43-C 27-D	48-C 30-D	60-C 37.5-D	48-C 30-D	60-C 37.5-D	60-C 37.5-D	72-C 45-D	NP	NP	NP
Wyo. X	96	12½	40	45	45	NR	NS	800	18	36 W	43.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2

Explanatory Notes on Next Page.

Key to Table on Size and Weight Limitations

NOTE

Except when preceded by heavy vertical bar or when followed by the letter "W", the above gross weight limits are the limits fixed by state law.

When preceded by heavy vertical bar the above limits are computations made by the National Highway Users Conference to show what it considers to be practical gross weights where gross weights are arrived at by application of one of the formulae shown below under Footnote "X". In making these computations, wheel base was arrived at by deducting 8 ft. total over-hang front and rear from permissible overall length of unit or combination; tandem axles were considered to be a minimum permissible distance apart; H-20 bridge formula was used in West Virginia. When actual over-hang is less than 8 ft. additional gross weight will be possible.

When followed by the letter "W", the limits shown are maximum possible weights where gross weight is determined by permissible axle weight. These limits are possible only when each axle carries a gross weight equal to the permissible axle limit as shown. Actual gross weight in any case will be reduced by whatever amount any axle fails to reach the maximum axle weight as shown above.

a—May exceed, solids changed to pneumatics.
b—At rear tires, solids changed to pneumatics.
c—Regulated "for hire" vehicles.
d—104 inches for urban buses.
e—Permissible length of private vehicles.
f—Permissible length of "for hire" vehicles.
g—Buses under Railroad Commission jurisdiction.
h—Trailers are limited to 26 feet.
i—Exclusive of bumpers.
j—Single units with over 2 axles.
k—Special limitations, veh. with 2 driving axles.
m—Transporting property to or from receiving or loading point of a com. carrier—55 ft.
n—NR—when operated under 10 miles per hour.
o—Graduated according to tire width.
p—13,000 lbs. on tandem axles 3 ft. 6 in. apart; applies June 1—Feb. 28; differs with season.
q—500 lbs. when total tires under 30 inches wide.
s—Permissible on axles spaced under 12 feet.
t—Dual tires over 8 inches wide.
u—12,000 lbs. axles spaced under 8 ft. apart.
w—Permissible weight on paved highways.
x—Permissible weight on unpaved highways.
y—16,500 lbs. on rear, 8,000 lbs. on front axle of 6-wheeled vehicle.

Table—See NHUC Size and Weight Book.

NP—Not permitted. P—Pneumatic tires.
NR—No restriction. PL—Pay load.
NS—Not specified. S—Solid tires.

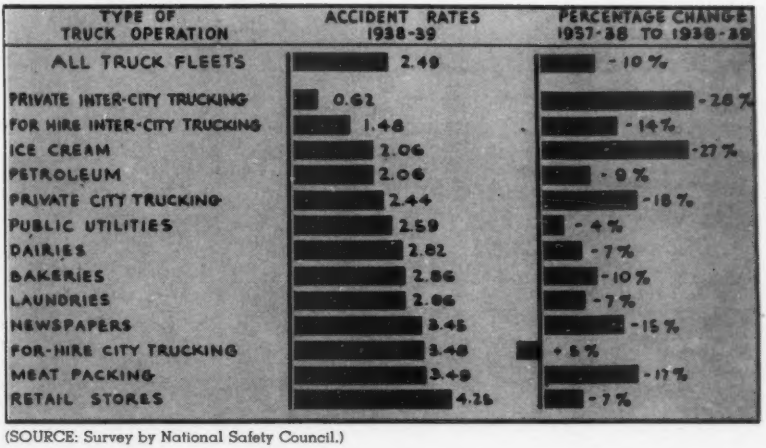
A—2-axle truck or semi-trailer; 14,000 lbs. on trucks or 12,000 lbs. on trailers with over 2 axles.
B—In "Industrial Areas"—varies for diff. "areas."
C—Permissible on "Class A" highways.
D—Permissible on "Class B" highways.
E—2 axle trailer or semi-tr. allowed 32,000 lbs.
F—Double above when transporting property to or from receiv. or load point of a com. carrier.
H—Max., shown—gross depends on chassis weight.
I—Permissible on balloon tires.
J—Permissible on other than balloon tires.
K—May exceed on designated highways with permit.
L—Buses permitted, max. net wt. of 22,500 lbs.
M—On state highways.
N—38,000 lbs. with pneumatic tires, 3 axles, 2 hubs and brakes on each hub.
Q—Different limits for "for hire" vehicles.
T—With the following exceptions full trailers are permitted the same gross wt. as other single units.
Ala., Conn., Iowa, Ky.—Full trailers prohibited.
Del.—Trailers limited to 22,000 lbs. gross.
Ill.—All trailers limited to 32,000 lbs. gross.
Mass.—Trailers limited to 1,000 lbs. capacity.
Minn.—Trailers limited to 6,000 lbs. gross.
Nebr.—All trailers limited to 16,000 lbs. gross.
Weight of trailers is limited by axle limitations and formula, in states determining gross weight by formula.
U—6-wheelers mfg. after Jan. 1, 1936.
U[1]—Till January 1, 1941 for combinations manufactured prior to January 1, 1936.
V—Solid tires prohibited.
V[1]—Solid tires prohibited except on property carrying veh. operating at 10 miles per hour or less.
V[2]—Solid tires permitted only in cities and towns.
W—Max. gross when all axles carry max. load.
X—States where gr. wt. is determined by formula:
Ark.—650-700 (L plus 40) 2 or more consecutive axles and any unit or combination.
Cal.—1750 (L+8) only applies to combination.
Colo.—700 (L plus 40) semi-trailers.
Ind.—600 (L plus 40) 2 or more consecutive axles and any unit or combination.
Iowa—450 (L+53⅓) any unit or combination.
Kans.—700 (L+40) only applies to combination.
Mont.—700 (L plus 40) if axle spacing over 20 ft.; 650 (L plus 40) if axle spacing 20 ft. or less.
N. M.—600 (L plus 40) 2 or more consecutive axles and any unit or combinion.
N. Y.—750 (L plus 40) 3 or more consecutive axles and any unit or combination.
Ore.—700 (L plus 40) any unit or combination.
S. C.—700 (L plus 40) any unit or combination.
Utah—700 (L plus 40) any unit or combination, or 3 times unladen weight.
Wash.—750 (L+40) any unit or combination.
W. Va.—1330-1000-670 (L plus 40) applies to highways dependent on type of bridges.
Wyo.—600 (L plus 40) 2 or more consecutive axles and any unit or combination.
Z—Comments on Weight Chart
Ark.—Maximum gross weights subject to maximum capacity based on tire sizes.
Calif.—18,000 on veh. registered prior to 1930.
Conn.—80% of vehicle gross on any one axle.
D. C.—Solid tires, when permitted, allowed 10% less than pneumatics.
Fla.—18,000 lbs. with power brakes and 6 tires. "For hire" vehicle weights and sizes are not shown. (Solid tire "for hire" vehicles not permitted.)
Md.—20,000 lbs. axle weight allowed on 4-wheel vehicles drawing semi-trailer equipped with pneumatic tires.
Minn.—7,200 lbs. when axles spaced under 8 ft. apart.
Mo.—Sizes and weights in cities of 75,000 or over are not shown.
Nev.—Axles on buses allowed 18,000 lbs. low pressure tires.
N. J.—Buses have detailed size restrictions.
N. D.—Only one semi-trailer permitted when used commercially.
Ore.—Special permit will permit maximum height of 12 ft. 6 in.
Pa.—Lower size restrictions for vehicles registered after June 29, 1937.
Vt.—No restriction on axle weights unless vehicle gross exceeds 20,000 lbs.

Fleet Accident Rates Decrease 10% in Year

(Survey by National Safety Council for Year Ending June, 1939)

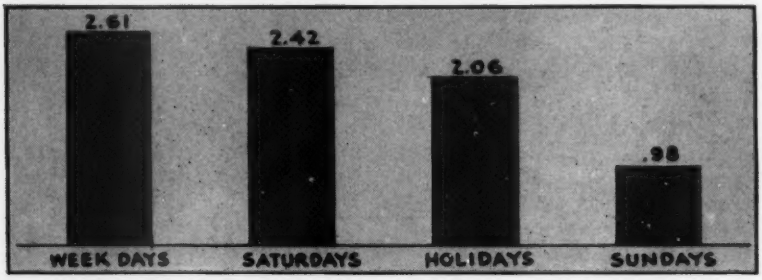
	No. of Fleets	No. of Vehicles	No. of Vehicle-Miles (000)	No. of Accidents	Acc. Rate	% Decrease Below 1938
ALL TRUCKS	1,272	64,595	917,894	22,868	2.49	10
For-Hire Inter-City Trucking	58	2,641	105,902	1,567	1.48	14
Private Inter-City Trucking	34	2,483	44,584	276	0.62	28
For-Hire City Trucking	76	2,467	31,610	1,100	3.48	+ 5
Private City Trucking	82	3,352	36,175	883	2.44	18
Bakeries	210	8,969	148,846	4,260	2.86	10
Beverages	19	497	5,240	226	4.31	+ 3
Building Materials	15	188	3,186	38	1.19	5
Dairies	72	5,309	66,086	1,862	2.82	7
Fuel	19	646	7,022	184	2.62	9
Ice	32	866	8,745	223	2.55	7
Ice Cream	28	988	15,061	310	2.06	27
Laundries	82	1,942	23,529	673	2.86	7
Manufacturing Plants	54	643	8,825	175	1.98	2
Meat Packing	35	877	14,134	493	3.49	17
Newspapers	19	1,018	19,608	676	3.45	15
Petroleum	169	9,978	150,692	3,103	2.06	9
Public Utilities	173	17,497	175,224	4,546	2.59	4
Retail Stores	95	4,234	53,425	2,273	4.25	7

Decreases By Types



(SOURCE: Survey by National Safety Council.)

Truck Accident Rates Are Lowest on Sunday



(SOURCE: Reports of 1200 For-Hire Trucks compiled by the Central Motor Freight Association, Chicago, Calendar year 1938)

84% of Accidents Occur on Week-Days

	VEHICLE DAYS OPERATED		ACCIDENTS		
	Number	Per Cent	Number	Per Cent	Per 1000 Vehicle Days
Saturday	51,375	13.42	124	13.0	2.42
Sunday	22,343	5.72	22	2.4	.98
Holidays	3,392	.86	7	.7	2.06
Subtotal	77,110	20.00	153	16.1	1.98
Other Days	304,870	80.00	796	83.9	2.61
Total	381,980	100	949	100	2.49

Accidents by Days of Week

	I.C.C. REPORT—1938①		INDIANA STUDY②	
	Number of Accidents	Per Cent of Total	Number of Accidents	Per Cent of Total
Sunday	228	9.2	386	8.4
Monday	287	11.6	639	13.9
Tuesday	320	13.0	670	14.6
Wednesday	387	15.7	643	14.0
Thursday	389	15.8	657	14.3
Friday	434	17.6	758	16.5
Saturday	421	17.1	841	18.3
Total	2,466	100	4,594	100

NOTE: These are reports of the actual number of accidents. No records were kept of the variation in number of trucks in use, or the mileage, for each day of the week.

SOURCES: ①—Bureau of Motor Carriers, Interstate Commerce Commission report on "Motor Carrier Accidents" 1938 covering all Interstate Trucking for hire.

②—Indiana Department of Public Safety, Summary of Truck Accidents, June 1938 to April 1939.

States Adopting I. C. C. Safety Regulations

Based on reports of field staff of the Bureau of Motor Carriers, as of October 1, 1939.

(X means adoption. Numerals refer to footnotes.)

State	Action Taken By	Effective Date	Parts of Safety Regulations Adopted				
			I	II	III	IV	V
Arizona							
Arkansas	Corporation Commission	May 29, 1937	x	x	x	x	
California	Railroad Commission	May 23, 1937	x				
	Legislature	Jan. 1, 1940			1		
Florida	Railroad Commission	July 1, 1937		x	x		
Georgia	Public Service Commission	July 1, 1937	x	x	x	x	
Idaho	Public Utilities Commission	June 1, 1937		2	3		
Indiana	State Committee on Safety	July 1, 1937	x	x	x	x	
	Legislature	Jan. 1, 1940			3		
Iowa	Legislature	July 4, 1937			4		
Kansas	Corporation Commission	Mar. 15, 1937	x	x	5		
Kentucky	Division of Motor Transportation	July 1, 1937	x	x	x	x	
Louisiana							
Maine	Public Utilities Commission	July 24, 1937	x	3	3		
Maryland							
Massachusetts	Legislature	May 26, 1938			6		
Michigan	Legislature	Jan. 1, 1941			7		8
Minnesota	Railroad and Warehouse Commission	June 7, 1937	x	x	x	x	
Mississippi	Railroad Commission	Feb. 2, 1937	x	x	x	x	
Missouri	Public Service Commission	Jan. 1, 1938		x	x	x	
Montana	Board of Railroad Commissioners	Sept. 15, 1937	x	x	x	x	
Nebraska							
Nevada	Public Service Commission	Sept. 1, 1937	x	x	x		
New Hampshire							
New Jersey	Legislature	July 1, 1937			9		
New Mexico	Corporation Commission	Nov. 1, 1937	x	x	x		10
New York	Department of Public Service, State Division	Jan. 1, 1939		11	11		
North Carolina							
North Dakota	Board of Railroad Commissioners	July 13, 1937	x	x	x	x	12
Ohio	Public Utilities Commission	July 1, 1937		3	3		8
Oklahoma	Department of Public Safety	July 1, 1937	x	x	x		
Oregon	Public Utilities Commission	Feb. 4, 1938	3				
	Legislature	June 30, 1937			13		
Pennsylvania	Legislature	June 29, 1937			14		
	Public Utilities Commission	Oct. 2, 1939					x
South Carolina	Legislature	April 29, 1938			14		
	Public Service Commission	Nov. 25, 1936			3		
South Dakota	Board of Railroad Commissioners	Oct. 1, 1937	x	x	x	x	
Tennessee	Railroad and Public Utilities Commission	July 1, 1937	x	x	x	x	
Texas	Railroad Commission	July 1, 1937	x	x	x	x	15
Utah	Public Service Commission	June 1, 1937	x	x	16	x	
Vermont	Legislature	June 1, 1937		17	17		
Virginia	Legislature	June 21, 1938			18		
Washington	Legislature	Mar. 17, 1937			3		
West Virginia	Public Service Commission	Dec. 1, 1937	x	x	x	x	
	Road Commission	May 1, 1938		x	x		
Wisconsin	Public Service Commission	June 22, 1938		3	3		19
Wyoming	Public Service Commission	April 1, 1937	x	x	x	x	

No action taken by Ala., Colo., Conn., Del., Ill., R. I.

Part I—Qualifications of Drivers; Part II—Driving of Motor Vehicles; Part III—Parts and Accessories Necessary for Safe Operation; Part IV—Reporting of Accidents; Part V—Hours of Service.

1. Amber clearance lamps.
2. Portions adopted, including inspection by driver, use of lights, and fueling of vehicles.
3. Many portions adopted
4. Lighting requirements.
5. Emergency equipment and colors of clearance lamps.
6. Flare and fusee requirement.
7. Lighting and brake requirements.
8. I. C. C. driver's log acceptable for use in intrastate operations.
9. Braking requirements made applicable to all motor vehicles.
10. I. C. C. driver's log adopted by Corporation Commission August 4, 1939.
11. Rules for trucks include requirements for fire extinguisher, fuel tank, service brake performance, driver's duties before starting to drive, and securing of load. (Special rules for busses entering New York City for the World's Fair issued by Transit Commission March 27, 1939 embody certain MCSR requirements on parts and accessories.)
12. I. C. C. driver's log adopted by Railroad Commission, effective October 1, 1939.
13. Use of flares and fusees.
14. Colors of clearance lamps.
15. I. C. C. driver's log adopted by Railroad Commission, effective March 18, 1939.
16. Except for lighting requirements, which are fixed by statute.
17. Use of flares and flags for disabled vehicles; Commissioner of Motor Vehicles empowered by Legislature to promulgate regulations uniform with MCSR.
18. Amber front clearance lamps; use of flares and flags for disabled vehicles.
19. All Hours of Service Regulations except driver's log adopted by Public Service Commission, effective March 1, 1939.

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